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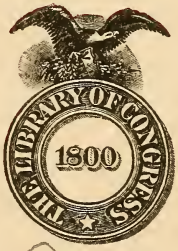

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A

NARRATIVE

OF THE

LIFE, TRAVELS AND SUFFERINGS

OF

THOMAS W. SMITH:

COMPRISING

AN ACCOUNT OF HIS EARLY LIFE, ADOPTION BY THE GIPSYS; HIS TRAVELS DURING EIGHTEEN VOYAGES TO VARIOUS PARTS OF THE WORLD, DURING WHICH HE WAS FIVE TIMES SHIPWRECKED; THRICE ON A DESOLATE ISLAND NEAR THE SOUTH POLE, ONCE ON THE COAST OF ENGLAND, AND ONCE ON THE COAST OF AFRICA.

HE TOOK PART IN SEVERAL BATTLES ON THE COAST OF SPAIN AND PERU AND WITNESSED SEVERAL OTHERS; WAS ONCE TAKEN BY PIRATES, FROM WHOM HE WAS PROVIDENTIALLY DELIVERED, PLACED IN A SMALL BOAT AND SET ADRIFT AT A GREAT DISTANCE FROM LAND, WITHOUT THE MEANS FOR CONDUCTING HER TO THE SHORE.—HE AFTERWARDS TOOK PART IN FOUR MINOR ENGAGEMENTS WITH SAVAGES NEAR NEW GUINEA.

WRITTEN BY HIMSELF.

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PREFACE.

THE AUTHOR has presumed to present the public his Biography, which contains an account of the various scenes, through which he has passed during thirty-five years of his life, in his voyages and travels in various parts of the world. In writing, he has been under the necessity of trusting wholly to memory, not having kept a Journal of his Adventures; as the idea of their publication had not until recently occurred to him.

As a writer, he claims no merit, not having been favored with the rudiments of a common English education; but to the authenticity of his Narrative, he claims as a christian, from the intelligent and candid, their implicit confidence. He therefore presents it to the community as a series of incidents, which scarcely has its parallel.

Unadorned by the flowers of rhetoric, he leaves it to the reader, to judge of its merit or demerit. T. W. S.

NEW-BEDFORD, SEPT. 1, 1844.

THE

LIFE, TRAVELS AND SUFFERINGS

OF

THOMAS W. SMITH.

CHAPTER I.

The birth of the author—the early death of his father—he and his widowed mother are taken into her father's family—the author put out to service and deprived of education—his labors and sufferings while with Moore—his return home—is put out the second time to a Mr. Miles—his cruel treatment while there—is induced by young Link to run away with him—they lodge in a gravel pit —are taken out by a company of Gipsys and carried to a cave in a wood—conversation with the Gipsys, and his adoption by them.

I was born of respectable parents in the neighborhood of Lewisham, County of Kent in England. My father's name was Alfred Smith, and he survived my birth only about three years. Death then came, and with its iron grasp, severed the ties of nature and love, which bound us together as a happy family; and thus deprived me of the natural protector and guardian of my youth.

My father's spirit took its flight
To realms of joy and pure delight.

My mother, being left destitute with a helpless babe, to the mercy of an unfriendly world, now took shelter beneath her parental roof. Her parents, although not in very favorable circumstances, did not hesitate to welcome their own dear and unfortunate child to their paternal protection.

I resided beneath my grandfather's hospitable roof five years, enjoying the productions of nature's bounty in proportion to our limited circumstances.

As time rolled on I was sometimes sent to take care of the old gentleman's lambs to prevent them from getting into our neighbor's pasture. Another branch of my employment was that of leading my grandmother to meeting or to any other place which her business or wishes called her.

She became blind when my mother was a little girl. However, for many years, she performed the duties of her domestic circle with extreme exactness and discretion, to the astonishment of her family and neighbors.

Ah! poor woman! It is with deep and painful emotions of heart, that I often recall to my recollection her fond parental caresses, which on me were so lavishly bestowed.

I was now seven years of age, and it was thought advisable by my parents, that I should be put out to some place where I might be kept with more strictness, in order to prevent me from associating with wicked boys, whose influence in all probability would have destroyed the seeds of morality, which were carefully sown in my youthful heart by my pious mother. Accordingly a place was procured. The day was appointed for my departure, and my mother employed all possible means to prepare me for it. This being the first time I was to leave my mother, it proved to be a severe trial. I found that I was now no longer to be indulged with a fond mother's care, no longer to be caressed by a tender and indulging grandmother. I expostulated with my parents to permit me to remain with them until I should finish my education, which I had but just commenced. But all my expostulations were in vain, as they deemed it expedient for my future welfare that I should become experimentally acquainted with labor in my young days, in order that by its means I might obtain an honorable subsistence in after life. Poor misguided parents! Having themselves been deprived of the inestimable blessing of education, they knew not the value of it in their offspring. This indeed was a great error, the magnitude of which I shall ever deplore. Had my parents allowed me to acquire a common English education, I should have been qualified,

in some degree, to become a useful member of society, and in all probability it would have had a great influence in preventing me from wandering away from them and would have prevented the final separation, which subsequently took place between us.

All things being now ready, I took my departure in company with my mother, with a tremulous heart and weeping eyes, for my new master's house. My master, Mr. Edward Moore, instructed me how to perform the various duties of my office, which was that of an errand-boy. He was a man in comfortable circumstances in life. His family consisted of nine persons; himself and wife, his sister and niece, his wife's mother and sister, and three domestics. As I was but a small boy my wages were small also, it being only one shilling per week.

I had now been three weeks with Mr. Moore's family, during which time I had been to market several times with Mr. Moore, and had become acquainted with his usual places of trade. One morning he sent for me. On appearing before him he asked me if I thought myself capable of going to market and purchasing such things as he should direct me. I answered in the affirmative. Accordingly I was supplied with money and was sent with particular orders to purchase things and return with all possible dispatch. On my return he seemed to be well pleased with me. After that I was sent to market frequently. One morning on my return from market I put the change, which was left, on the table where I was accustomed to leave it. After Mr. Moore had done his breakfast he called for me as usual to give him an account of what I had bought. I went immediately to the table where I had left the change, took it up and gave it to Mr. Moore. When he examined the account he found that the money was deficient a shilling. I was at a loss to know what had become of it, as I was perfectly satisfied the change was correct when I left it on the table. Mr. Moore overlooked this misfortune of mine, but not without entertaining some suspicions of my honesty, as he plainly showed on another occasion. I entertained some suspi-

cion of a middle aged woman, who had taken the place of a chamber-maid a week previous to the loss of the shilling. I saw her handling the money but did not mention it to Mr. Moore. Two or three days subsequent to this she desired me to accompany her a short distance to see a lady, to whom she had some money to pay. Agreeably to her request I accompanied her to the place.—After passing a few compliments she handed over her money, and I was extremely surprised to see in her hand the identical shilling which I had lost from the table. The money was readily recognized by me in consequence of certain marks which it bore.

Mr. Moore, notwithstanding the unfavorable condition in which I stood with him, still continued to send me to market, occasionally.

A week subsequent to the transaction taking place, I gave Mr. Moore as usual the change, which was left. When he examined it, it was found deficient a six-pence. I did not know what to say or do. I well knew that the change was correct, when I left it on the table. However, Mr. Moore did not say much to me, but I perceived by his stern countenance that he was displeased.

About this time Mrs. Moore's mother and sister leased a tenement and I was employed in removing such things as I could well manage, for which services the old lady rewarded me with a silver shilling. The morning following I was again sent to the market and again the change was found deficient a few pence. Mr. Moore at this time unwisely let loose the arrow of his ungovernable passion, saying that I was a little rogue and threatened me severely. I went from him trembling and weeping over my innocent misfortune.

It so happened that my mother came to visit me on the following day. I was highly gratified on seeing the object of my tenderest affection. I informed her of my misfortune and the causes of the same and thus gave relief to my dejected spirits. Soon as it was ascertained that my mother was in the house, Mrs. Moore came in to see her. After passing the usual compliments Mrs. Moore very politely invited her to go up stairs.

Shortly I was sent for to appear before them. As soon as I appeared my mother requested me to give them the necessary information relative to the money, which had been lost. I related the whole as well as my ability would permit. Mrs. Moore was greatly surprised at my disclosure, but still entertained some doubts, as may plainly be seen by the following question. She inquired of me how I had come in possession of the shilling, which I then had in my possession. I informed her, that her mother had the goodness to give it to me, and the old lady being present testified to the fact. Here the matter was suffered to rest. Sometime subsequent to this, Mr. Moore called for me to bring him fire to light his pipe. I did not hear in consequence of being in the garden. One of the domestics informed me of it and immediately I obeyed the command. On appearing before him he inquired where I had been and the cause of my delay. I gave him a reasonable answer. He appeared to be very much out of temper. He took the fire, lit his pipe, and as I turned to go from him, he kicked me severely saying "there you little rogue, away with you and be more attentive for the future."

This ill treatment without any provocation, was more than I could possibly endure, and I immediately quit his house, leaving my wearing apparel behind. I soon arrived at my parents' humble dwelling where I was received with joy and some surprise. After communicating to my mother the cause of my departure from Mr. Moore's family, she very much approved of my resolution. During my residence with Mr. Moore he was so generous as to present me with a suit of summer clothes.

Thus ended my first service for a man who looked suspiciously on me, and who treated me unhandsomely without making the least effort to ascertain the truth by which he might have imparted justice where justice was due.

I was next put out to one Mr. Miles, a twine-spinner by trade. He was a man of dark complexion, high cheek bones, sunken eyes and stern countenance. His appearance made a very unfavorable impression on my mind. This was my first effort in physiognomy. I was

not, however in the least mistaken. He proved out by his unmanly and inhuman behavior, all the rascality, which was depicted in his countenance. My employment was to turn the spinning wheel, for which toilsome labor I was compensated with my board and 18*d.* per week. For the first week things went on smoothly. One winter's morning, (I have the greatest imaginable reason ever to remember that unlucky day,) as we were going to our work I had the misfortune to fall in the street, by which I skinned the palm of my hand, and thus inflicted a severe wound, which partly deprived me of the use of it. The following morning my hand felt very stiff and painful, in consequence of the cold having got into the wound, which had not been dressed since its infliction. Mr. Miles requested me to go to my usual labor. I informed him that it would be entirely impossible for me to turn the wheel with one hand, and I could not use the other very well. His reply was, '*I'll make you turn it with the devil to you, you little lazy dog.*" I found there was no possible means of avoiding it, and therefore reluctantly proceeded with Mr. Miles to my avocation. We commenced our day's labor and every thing went on with the usual tranquillity with the exception of my hand, which was very painful. While I was in the act of taking the thread off the hook it slipped from my hand. Mr. Miles was very much exasperated. However, he did not,at this time lay his hand on me, but threatened that if ever I permitted the like to occur again he would certainly chastise me with the greatest severity. This threat greatly agitated me. I trembled with fear. I sighed for my parents and bewailed my sad fate. Yet I found no relief; no arm to protect; no parental bosom on which to recline. My spirits were depressed and I fell into a state of despondency.

The hour soon arrived when I was to feel the full weight of Mr. Miles' denunciation and resentment. The wheel line gave way, which was rather old and very much the worse for wear. This disaster exasperated his unreasonable mind and in a great measure prepared him to execute his previous threat. He soon repaired the

injury which was done, amid volleys of imprecations, which proceeded from his polluted mouth. I trembled exceedingly, as I was not accustomed to hear such profane language. The wheel-line being now repaired we again commenced spinning. My hands by this time had become so numb as to be incapable of holding anything between my fingers. The thread was now to be taken off and I left the crank with that intention : when on stepping over the stand which supported the wheel I stumbled over it and fell on my face and hands, the result of which was a cut-lip and a bloody nose, at which I was very much alarmed, having never before met with such a disaster. I bled freely. Mr. Miles, whose passion had not yet abated, now lustily cried out while I was endeavoring to wipe off the blood : " make haste you little rascal, and take off the thread." I endeavored to obey his command but in vain; his passion raged and he got there before me. This unreasonable man now gave vent to all the springs of his malicious passion. He executed his previous denunciation by treating me in the most brutal and inhuman manner. This cruel monster beat me with such severity that the bruises were plainly to be seen two months after their infliction. I did not leave Mr. Miles at this time in consequence of the great distance which separated my parents from me. I therefore was obliged to endure all the abuse, which he thought proper to heap upon me. During the time of my residence with him I had become acquainted with a boy who lived at a little distance, with a Mr. West, a green grocer. This unfortunate boy's name was John Link. He was from twelve to thirteen years of age. He was an artful and fearless boy, and was also shamefully ill treated. We were in the habit of meeting in the evening, and mutually communicating our feelings. Things with us went on well for a while. One evening after returning from work, Mrs. Miles sent me of an errand. It was to get a pound of butter. I bought it and was returning home with all possible speed, when squeezing through the crowd in the street I was pushed down; the butter fell from my hand, and before it could be recovered it was trodden under foot by the busy

crowd. I ran home crying mournfully and related my misfortune to Mrs. Miles. As soon as she heard it, she rose from the chair with her hands uplifted loudly exclaiming: "Oh! you careless little villian! I will teach you how to be more careful for the future." So saying she took the broom and struck me on my shoulders and head several times. So severe were her blows, that she raised several bumps on my head. After this John Link and I met at the usual place to relate our misfortunes to each other. He informed me that Mr. West had unmercifully whipped him. He stated that he had resolved to leave and seek his fortune elsewhere. I inquired of him where he intended to go. He said he was going to Dartford, a prosperous village with a population of ten thousand inhabitants, situated ten miles from Lewisham and fourteen from Bury St. Edmunds, the place where we then resided. I interrogated him respecting his motive for going at such a distance from his home. His answer was to this effect, "I am determined to go some where, where it will be impossible for my parents to find me." "For," continued he, "it is of no use for me to go home; they will put me out again—they take all my wages and spend it for gin, and I am obliged to go bare-footed in consequence of it." I enquired of him how he could go to Dartford without money. His answer was, that he was going to ask Mr. West for permission to go and see his parents and for his wages to take home to his mother the amount of which would be 7*s*. which he thought would be sufficient to sustain him until he could find employment.

After Link had disclosed the whole of his plan, he advised me to adopt it in every respect and accompany him. I withstood him some time. I stated that our money, provided we should succeed in getting it, was not sufficient to pay the stage fare and support us if we should be so unfortunate as not to find a place immediately after our arrival there. "As for the stage fare," said he, "we need not pay any thing. All we have to do is to get every thing ready and when the stage passes we will jump up behind it and hang on as far as it will carry us on our road."

After I had fully considered my condition, I came to the conclusion, that if I must labor far from home, I would endeavor to find a situation, where I should be used more humanely than I had been hitherto.

Next evening Link and I met again, and I informed him, that I had formed the resolution to adopt his plan in every respect. The following Saturday was the day agreed upon to ask for our money and permission to visit our parents, and we put our resolution into practice and fortunately succeeded in our undertaking. Next morning we commenced our journey, it being Sabbath day. We traveled with our little bundles over our shoulders to the bank of Blackheath Pond, which was six miles distance from the place of departure. Here we sat down to rest our wearied limbs and eat our scanty meal, which consisted of dry bread, having had the precaution to provide ourselves each with a three-penny loaf.

Blackheath is situated on the south of Greenwich Park, from which it is separated by a handsome built, brick wall, which incloses the Park. This heath contains some hundred acres of land and is covered with the shrub called *black-heath*, from which it derives its name. It is also noted for its celebrated race ground. It is a summer rendezvous for the Gipsys who spread their tents in that delightful spot.

We traveled until after the sun had gone down, and we had not as yet arrived at any habitation, where we could obtain a shelter from the chilling winds of night. We were very much fatigued and felt solicitous to obtain some place where we could rest our wearied limbs, having travelled ten miles, a distance which we had never walked before. We continued our journey until we came to the side of a hill where we found a gravel-pit, in which notwithstanding the severity of the cold, we took up our lodgings for the night. But neither the severity of the weather nor the weariness of our stiff limbs had the least tendency to deprive us of the enjoyment of a sweet repose. We had not been many hours enjoying our sandy bed when we were awakened by a loud noise, like the barking or growling of dogs. On arousing we were very

much surprised at seeing before us four large English mastiffs, by which we were so frightened, that we hardly dare move or breathe. Presently we saw two men coming toward us.

'Hallo,' says one, 'what is here?' They approached us. The dogs stood by them wagging their tails; now looking at us and then at their masters, as if they were waiting for the word of command to seize us, as their prey. After they had strictly examined us they withdrew a short distance and held a consultation for a few minutes and returned saying: "come, my little boys, you must go with us and we will take you to a place where you may sleep comfortably and free from all danger."

We immediately complied with their request having no inclination to do otherwise. We travelled on the highway about a quarter of a mile and then we turned into a lane and proceeded to the north. In this lane we met the third man, who also was of the company, with two dogs and an ass. We travelled from one lane into another, a distance of four or five miles, until we arrived at the base of a high and spacious hill, whose sides were covered with thick and lofty woods. We entered the woods and travelled in a zigzag manner toward the summit of the hill, which was crowned with a high, strong, and ancient castle, whose blackened and terrific wall bespoke to its observer the days of William the Conqueror. We proceeded until we arrived to the north side of the hill, which was secluded from society. Here we came in contact with the perpendicular side of the hill, which was very thickly inclosed with the stately oak and majestic elm. We continued travelling along by the side of this precipice the distance of two hundred yards. We then approached two immense lofty and stately oaks, whose boughs and leafless branches intermingled; and as they partly rested on the side of the hill, formed a most beautiful inclosure, into which we were led by our conductors. This inclosure being forty or fifty feet in length led us to the side of the hill, in which was a gap, about eight feet in breadth, which ushered us into a capacious cavern, which had the appearance of

having been made by human hands. It was hid from view by the immense boughs, by which it was overhung. It was between two and three o'clock in the morning when we were introduced into our new habitation. We were then led in the dark to a heap of straw and commanded to lie down and rest. Presently one of the men came and covered us over with a couple of blankets. We soon fell into a sound sleep in which we buried for a few hours the toils and anxieties which we had endured the preceding day. When we awoke from our sleep, in the morning we found ourselves in a dark and sequestered cavern. On looking around me I beheld three brownish, robust, good looking females, whose countenances bespoke the enjoyment of health and vigor of life, two small children, and the three men who had conducted us thither. Near the mouth of the cavern were three asses and six dogs. These constituted the whole number of inmates and domestic animals of our new habitation.

When breakfast was ready we were invited to set by a good turf-fire and participate with them of an excellent repast, which the women had prepared of good lamb-chop,—which I presume was stolen the previous night —a good cup of coffee, some boiled potatoes and bread. However, we made an excellent breakfast.

After we had participated of their repast, one of the men, who was frequently addressed by the members of the company by the appellation of Mr. Jack and whom we subsequently ascertained to be the captain of the company, interrogated us respecting our parentage, the place of our nativity, the cause of our leaving home, and the place of our intended destination. We answered every question with honest simplicity to the admiration and satisfaction of the company. As soon as we had accomplished our recital, one of these brawny queens of the forest took me into her lap and expressed her sympathy. She addressed Mr. Jack, her husband, to the following purpose: "It is my ardent and sincere desire to adopt this little boy, for you know, Mr. Jack, he will be company, beside being useful to us for many purposes as we travel through the country." Mr. Jack

then addressed me gruffly, saying; "Well, my little man, you have heard what the lady has said; she wishes you to stay with us, and go where we go. What say you; will you stay? We will treat you with parental kindness, and you shall have plenty to eat, and that of the best which the land can afford, and but little to do; besides, you will see new places very often, and shall also ride on my '*Arabian*,' (meaning his ass,) to every place where we may go." These fascinating inducements, so artfully presented to my young and tender mind, shone with such sparkling lustre before my eyes, that I found it impossible to resist their proposals, and therefore I was readily induced to acquiesce. Link had a similar offer made to him by one of the other females; and he very readily acquiesced.

This female who adopted Link had a beautiful babe, of two years of age, and Link was occasionally to take care of it, while she went in company with the other women to the neighboring villages to impose on the honest credulity of the villagers by pretending to tell fortunes.

This science of fortune-telling, which these queens of the forest pretended to possess, is a means, to which they have cunningly resorted to obtain an easy livelihood by imposing on the credulous and ignorant mass of the more 'refined' part of society.

By this time Link, who was an artful boy, began to entertain suspicions, that we had fallen among Gipsys and attempted to inform me of it by a whisper, but was heard by one of the men who accosted him thus; 'Yes my boy, you are right; we are jolly Gipsys, sons of liberty, who are not confined to one particular place by relatives, houses or any thing of an earthly nature. We go here, and there, and everywhere, and are like the eagle, which is a bird of liberty and flies wherever it sees its prey. Is not this a better way to live than to be confined to a master and be whipped like a slave, in the same manner that you have been?' pointing to us. "We do not intend to whip you or injure you in any degree whatsoever. And now since you have consented to stay with us, boys, you must be baptised in order

to become a Gipsy." So saying, he got a bottle of gin and said; "now boys, you must say after me, 'I will be a Gipsy; I shall be a Gipsy and a son of the forest.'" So saying, he sprinkled some gin on our heads, saying; "there boys, you are become the sons of liberty! Now you must shake hands with all the company." So they all shook hands with us and hailed us as jolly young Gipsys. It was now near mid-day, and Mr. Jack took us out of the cavern. 'There,' said he, 'do you know where you are?' 'No,' we replied. And how could we know? We saw not any thing before us but a thicket; nor over us but the intermingled boughs and branches of the high and proud English oak, and the majestic elm, which obscured the view of the blue sky. 'Here,' continued he, 'are a plenty of rabbits and foxes that will attack you and bite you to death if you should happen to stray away alone in the woods.' This was said to intimidate us, that we might not stray away from the cavern, and we being credulous very readily credited it.

Link and I had now to undergo a daily operation, and that was to be washed with walnut-water every day in order to tan our skins brown. This was deemed necessary in order to appear Gipsy-like, a brown skin being their uniform.

CHAPTER II.

Departure from the cavern—travels with the Gipsys; description of places; description of a body of smugglers and their galleys; the condition of the common classes of society; the cause of smuggling in England; encamps at Rochester city; visits to the Sun-tap; cultivates an acquaintance with Willie the sailor-boy; conversation with a sea-captain; induced to go a voyage to North Shields; absconds from the Gipsys; character and habits of these singular people.

We resided with this company of Gipsys in their winter retreat for nearly three months, during which time we were well supplied with every kind of provision.

Early in the spring the company commenced active operations in providing suitable necessaries of life for the ensuing year. Accordingly the necessary arrangements were made for our departure. Every thing which was deemed unserviceable for us in our travels, was carefully deposited in the side of the hill, in a place which they had previously excavated to conceal such things as they unlawfully possessed. Accordingly each man, with his family and animals, was to travel a half day's journey from the other. This was cunningly devised to prevent the attention of the public being attracted by us, which evidently would have been the case, had the whole of the company traveled together. We were to travel in this manner towards a particular place in the vicinity of Maidstone, where we were all to meet and pitch our tents at half a mile's distance from each other. This was done to divide the distance equally, for the purpose of affording equal conveniences for all to visit and assist each other and to prevent the possibility of public suspicion. Mr. Jack and his family were the last that left the cavern. We traveled 15 miles that day through lanes and by-roads, seldom traveling on the high-way. Shortly after the sun had descended beneath the western horizon, we pitched our little tent in a lane. Next morning we took down the tent and again resumed our

journey. We traveled on the highway, passing villages and beautiful fields on the right and left. I could not help admiring the beauty of the scenery. We arrived at the place of our destination, pitched our tent, took supper and soon retired to rest on a bag of straw, lying on the ground, where I slept as soundly as if I had reposed on a bed of down. My foster parents' bed consisted of canvas, stretched on four sticks, which were driven into the ground for the purpose.

Next morning I was the first member of the family that rose to behold the beautiful town of Maidstone, which lay spread out on the plain below. We resided in the vicinity of Maidstone several weeks, fully enjoying the comforts which a Gipsy's life imparts. Our employment during our residence here chiefly consisted in telling the fortunes of those, who came to us from the town for that purpose, a custom which is very prevalent in England.

The credulous individual whose fortune is told rewards the fortune-teller with a shilling, as an equivalent.

During the time of our residence here, Link and I had frequent interviews, in one of which he informed me that he was highly pleased with his new mode of living. I sincerely concured with him. And well we might be highly pleased. Our living was good and the usage still better, having little or nothing to do, but to catch rabbits and other game, when opportunity offered.

After we had resided here for some weeks, and our fortune-telling business becoming rather dull, it was deemed expedient by the company to leave the place and proceed to our cavern by a circuitous route, which would enable us to pass through a number of villages before reaching our rustic home.

Accordingly we proceeded on our journey, adopting the same method as in our previous travels to Maidstone. We encamped in the course of our journey in the vicinity of many large and beautiful villages, whose honest, industrious and credulous inhabitants visited us daily during our stay to learn their fortunes. At last, after an absence of three months, during which we had traveled over one half of the county, we arrived at our seques-

tered cavern, which was hid in the brow of Shutes' Hill. Here the company once more united and merrily spent their time in harmless carousal. After a few days spent in this manner, and having deposited in the hidden cells such things as remained, we made preparations for another journey.

It was agreed by the company, that Margate was now the place of our destination. This being a town of high celebrity for the resort of the London nobility in the summer season. Thither, thousands resort to enjoy the benefit of the sea air, and others the refreshing luxury of a salt-water bath. It was thought by the company that this journey would prove highly favorable, notwithstanding the great distance we had to go, which was 60 or 70 miles. Accordingly we proceeded on our journey, traveling at the rate of ten miles per day, passing by and through many pleasant villages and cities. We passed through Dartford, Rochester city, Milton and Feversham.

The reader will doubtless remember that Dartford was the place of our intended destination when we were found in the gravel pit by Mr. Jack and his companions. While passing through the village Mr. Jack addressing me by my new appellation said: "Well, young Jack, this is the great and beautiful village of Dartford, where you was going when I found you in the gravel pit. Do you wish to stay here now without any friends to take care of you." I informed him that I had no desire to stay there or any other place, but wished to go with them to Margate or any other place where they might go; so strong was my inclination for traveling and seeing new objects.

The next place we came to, of any note, was Rochester city. We passed through and encamped on the green in the south-east part. After having rested for the night we proceeded on our journey toward the town of Milton, sometimes traveling in the night, at others by day. We passed through Milton in the night. Next day we encamped in the vicinity of Feversham and spent the night there. We again took up sticks and continued our progress, passing through the south part of the city

early in the morning. Next evening we encamped at a late hour on the south of the village of *Hearn*. Our next place was St. Nicholas, where we spent part of a a day and night. We left it at night and proceeded toward Margate where we arrived on the following afternoon. We pitched our tent near the shore, about a quarter of a mile's distance from the baths. On our arrival at Margate we again united with our company, who had encamped a quarter of a mile's distance from us. In Margate we spent the whole of the summer, during which, we were constantly visited by the Londoners, who daily arrived in the place, and we were also indulged with the friendly visits of the citizens.

During our residence at Margate Link and I participated in all the enjoyments which a Gipsys rural life would afford.

As the fall of the year came on, the visits of the Londoners were over, and it was deemed advisable by the company to return toward the city of Rochester, where we encamped a few days, after which we removed to the vicinity of Dartford and Erith, where we were to commence rapid foraging operations, to provide resources for the subsistence of the company during the winter season, which was now approaching. The day previous to our departure from Margate, a transaction occurred which I cannot refrain from relating. It was about two hours before sunset; we were intensely engaged in viewing the beautiful sea-gulls, sportingly flapping their wings against the elastic elements and swiftly gliding over the bosom of the limpid, briny deep, when we beheld four long black galleys, swiftly rowing toward the spot which we occupied. The rowers were toiling vehemently to gain the place of their destination. While contemplating what these galleys might be, we observed just over the bank as many as a hundred armed men and others coming toward us and soon they stood by us. "Come," said they, "Gipsys, if you don't wish to get into trouble, you had better take up your sticks and start quickly." We did not know what to make of it and therefore did not hurry ourselves. The galleys had by this time reached the shore and were actually landing,

when unexpectedly we heard a loud cry among the men, "to arms! to arms!" "the blockade men; the blockade men!!" Quickly about one hundred of the men, who were armed with muskets, advanced a quarter of a mile's distance toward the blockade men, who wore red coats. They were the marines of the station who had been watching the galleys as they approached the shore and whom they well knew to be smugglers, and therefore came to prevent them from landing their goods, or to seize them and their goods if it were possible. But finding themselves opposed by a superior force they were obliged to keep at a respectful distance where they endeavored to terrify the smugglers by pouring a deadly fire upon them. But in this they were mistaken.—These men were not so easily terrified as they had imagined. Having their fortunes and liberties at stake, they were resolved to protect their property and maintain their liberties at the hazard of their lives. The blockade men's fire therefore was speedily and continually returned. During the time that the fighting party were engaged in their bloody conflict, there were a hundred men conveying the goods away into the country, out of danger; and the boatmen, who were over seventy in number, were engaged in landing their freights, which consisted of silks and laces worth thousands of pounds.

As soon as the goods were landed, the boatmen took to their boats and away they went speedily from us.—Each of these galleys had 18 oars; they were low and narrow, their length being from forty to forty-five feet, while their extreme breadth did not exceed seven feet. I have since had the pleasure of seeing a number of those boats, and have been informed that they are built for the special purpose of smuggling, and will row over to France, in smooth weather, in two hours, the distance being 21 miles. By this time the sun had descended beneath the western hills, and night had spread her dark and gloomy mantle over us. The blockade men had been severely repulsed, the property protected and safely conducted to the place of its destination. On the fol-

lowing day it was currently rumored that several men of both parties had been severely wounded.

Occurrences like this frequently take place in the County of Kent. It is proverbially said that the Kentish men are all smugglers. The practice of smuggling is more extensively carried on in Kent than in any other county in England, and no one who is well informed, can possibly deny it. This state of things in England grows out of the extreme poverty and sufferings of the lower class of the people, who are crushed to the earth by heavy taxation, imposed by the government to support a titled aristocracy, and pay the interest of the enormous national debt, incurred in her career of war and oppression. The sufferings of the poor and the injustice of the law afford the only ground on which smuggling can be justified.

We took our departure from Margate late in the afternoon, retracing our former steps until we arrived at Rochester Green, where we pitched our tent with a design to remain a week. The family to which Link was attached pitched their tent on the other side of the river, near the foot of the bridge, it being a favorable position for business. The other family pitched their tent down toward Chatham.

On the day after our arrival at Rochester, Mrs. Jack took her cards as usual and went into the city to seek employment. She returned in the evening highly gratified with her day's work. This she evidently proved by taking a handful of silver from her pocket, to the amount of twenty shillings. Mr. Jack was extravagantly pleased at the sight of the money. He was desirous of knowing where she had been to meet with such remarkable luck. She then informed him that having accidently observed some sailors and their wives going into a public house by the waterside, and thinking that she might there possibly meet with a chance to display her skill, she followed them in. On entering the Tap Room she beheld forty or fifty men and women who were in extravagant carousal. Approaching a young woman, who was one of the party she addressed her in the following manner: "Will you have your for-

tune told?" To which she replied in the affirmative. This was some encouragement to her and prepared the way for others. She soon ascertained that there was sufficient employment to last her for that day.

Mr. and Mrs. Jack, seeing that there was a prospect of doing a good business for some length of time resolved to stay at Rochester as long as business continued favorable. They also deemed it advisable to adopt a new plan, by which to derive some income. It was this. They were to boil some shrimps and I was to be the merchant. I was to accompany her with these things in a basket, into every public house, to find customers for my merchandise. The plan was accordingly put into execution, and on the following morning we proceeded to the Sun-tap, this being the place where she had met with such remarkable good fortune the preceding day. We arrived there and I soon sold out my merchandise to the ladies and sailors. She was very soon employed by them and made a tolerable good day's work.

During our stay here, my attention was attracted by the ship-boats, which frequently came to land the sailors on shore, into which I delighted to enter and play with the sailor boys, after I had disposed of my merchandise. My inclination for playing in those boats daily increased, and I embraced every opportunity to indulge this propensity. A short distance from the Sun-tap was a jetty-head where small vessels discharged their cargoes of coal, and there were generally two or three discharging at the same time. These vessels very much attracted my attention and I became a frequent visitor on board.

In consequence of my visits to the Sun-tap with Mrs. Jack, whom they took to be my mother, I became familiar with a number of the sailors who frequently resorted to this place, to indulge themselves with a pot of beer and a pipe of tobacco. Among them was a boy, who belonged to a small brig, lying at the jetty, loaded with coal. With him I became intimately acquainted and I was frequently invited to dine with him on the brig.—One day, after having disposed of my merchandise, I obtained permission of Mrs. Jack to visit my new friend

on board of the vessel, and I went to see him with the intention of getting some biscuit and spending an hour in play. We met in a friendly manner and soon engaged in playing up and down the rigging. Although my young friend possessed considerable advantage over me, in consequence of being older and having sailed several voyages in the vessel, he could gain no advantage over me in climbimg up the rigging. This was observed by the captain, who stood on the jetty near the vessel and cried out in the north country dialect: 'Hurra, Willie! don't you let that land-lubber beat you now!' Having fully enjoyed ourselves, we finished our play and descended to the deck where we met the master of the vessel, who interrogated me respecting the place of my nativity and parentage. I imparted all the requisite information as far as my childish ability permitted me. The captain then enquired of me, if I should like to see my parents, to which I answered in the affirmative. He then asked me if I should like to go down to North Shields with him in his brig, as he was in need of a small boy to attend on the sailors. "If you go with me," continued he, "you will see your parents in about 6 weeks,for I think that I shall have a freight for London by that time and then you can go and see your parents and come back to the brig if you like to stay with us." I informed him that I should like to go, but could not, for it was my opinion that Mr. and Mrs. Jack would not be willing to give consent. "As to their consent, it is of no consequence, but if you are willing to go I promise you that they shall not find where you are. So," said he,, "you had better make up your mind and go with me, and you and Willie can eat and sleep together; besides you will see so many new things which will interest your attention, and with which you will be highly pleased. You will see a great many ships, towns, villages and thousands of fishes and birds of all kinds." These novelties and promises excited my youthful mind. My whole soul drank deeply of the fountain of joy that seemed open before me. I could not resist the proposal. I agreed to sail with him in the brig Venus, bound to North Shields.

On the following morning, at high water, the Venus hauled out into the stream and having got ready took the ebb tide, accompanied by a favorable breeze, which swelled the bosom of the lofty sails, as she gently glided down the river Medway This being the first time that I had ever sailed on ship-board, it produced a degree of excitement in my tender mind, which I could not easily govern. Every object on either side of the vessel attracted my attention and I ran from side to side, gazing, unwilling that any object should escape my eager eye, which I find is never satisfied with seeing. Ah! innocent child! Little did I think that I was then laying the foundation of my subsequent sufferings on the ocean. I then looked over the stern of the vessel, toward the Sun-tap, as if unwilling to leave or lose sight of the spot, where I had left Mrs. Jack, and if possible to catch a glance of the tent on the green, to which I had so long been attached and under which I had so often indulged the repose, which nature demands. But it was in vain; I could not distinguish one place from another. I could not help at this moment reflecting with a degree of tender feeling on the condition of my foster parents, whom I had left behind me to mourn my unknown fate. These remarkable wanderers had adopted me as their child; at a time too when I stood most in need of a friend to console my young and drooping spirits; and while I was with them watched over me with tender and parental affection. And is it too much to say that I left them to mourn over a lost child?

The English Gipsys are an uncultivated, tawny class of mendicants and fortune-tellers, who wander about the country during the warm season of the year, like the ancient Scythians, dwelling in tents. The fortune-telling is mostly done by the women, while the men engage in fishing and hunting for subsistence. They pay no taxes, acknowledge no superiors, and claim to be *free*. Though coarse in their manners and food, unrefined and uneducated, they are in many respects a noble-hearted and generous people. They generally seclude themselves from public view in the winter season. This they do that they may more effectually enjoy their dis-

honest gain without detection. They choose some favorable spot in the forests, where they generally provide themselves with a suitable hut, to shelter them from the inclemency of the weather; but when they cannot provide a suitable place in the forest, they get in to some miserable hovel on the outskirts of some village and there spend the winter. Previous to the winter months they accumulate and deposit, in their huts, their winter's provision, which chiefly consists of potatoes, barley and lamb. They obtain these articles chiefly from the farmer's fields and flocks whenever an opportunity is presented. Other necessaries of life with which they sometimes indulge they purchase at the lowest rate.

CHAPTER III.

First voyage to sea in the brig Venus ; arrival at Shields ; departure ; comes to anchor near the Sands ; driven on shore by a French lugger ; the lugger leaves the vessel unmolested ; happy congratulations ; failure in getting the vessel off ; preparations for the gale ; discovery of her situation ; the gale commences ; the crew take refuge in the vessel's tops ; sufferings during the gale ; termination of the gale ; loss of the vessel ; taken off from the wreck ; arrives in the lower hope and comes to an anchor ; ships on board of the brig Paragon bound to Spain.

The Venus, swiftly gliding with the rippling stream, passing beautiful prospects on either side of the river Medway, soon arrived at Sheerness, where laid a number of the ships of the line, fitting for sea.

I was struck with surprise at the beautiful prospect before me and gazed with admiration at those enormous ships, from whose mast-head waved in the breeze, the nation's imperial flag. We soon passed by and left behind us those elegant floating bulwarks of old England, which are her pride and glory. We steered our course for North Shields at which we arrived in a few days, the weather having proved favorable.

Shields is the greatest place in the United Kingdoms for the production and exportation of coal. Its numerous and extensive coal mines, which extend for several miles beneath the ocean ; its beautiful and safe harbor, and the advantageous geographical position which it occupies,imparts to it a lasting superiority over its competitors. In addition to this, she possesses some thousands of vessels, which are continually employed in the exportation of this valuable fuel.

Four or five days had elapsed since our arrival at Shields, and the Venus was again ready to proceed on her destined voyage. She was again put to sea. We steered to the S. S. W., having the wind west and blowing a good top-gallant breeze. In a few days, by making short tacks in shore, we arrived opposite the town

of Barton, three leagues in the offing and the same distance from the mouth of the great Yarmouth river.

It was the intention of our captain to hug the land as much as possible in order to avoid being taken by the French luggers, which made frequent visits to our coast in foggy weather, and very frequently took or destroyed our vessels. But in consequence of the wind heading two or three points off of our course we were obliged to sail without the sands which lie close into the land, and make short tacks in shore in order to keep up to the windward shore. Having been toiling for some days and the wind having become more unfavorable, and a dense and sleety fog setting in, the master deemed it advisable to come to an anchor under the lee of one of the sands, which lie three leagues off from the mouth of the great Yarmouth river.

The third day had begun to dawn but the density of the fog had not as yet diminished in the least degree, and the fog-horns and ship bells still continued to sound in our ears. Among the several horns one was heard at various times, which appeared to draw near us, on the larboard side, in consequence of which it was deemed advisable to give the alarm, being apprehensive that the sound came from some vessel on the way, which probably would run us down, did we not make our position known. Soon after having heard the fog-horn on our larboard side we heard in the same direction the alarming report of fire arms. This unfavorable omen very much alarmed our captain, who at the time was heard to say, that he was apprehensive of a French lugger being nigh. Soon the cry of "*sail ho!*" was heard on the forecastle. Every one on board was now anxious to know what had come. She was discovered by the mate, who looked through his spy glass, to be a large vessel of some kind. Soon the mariners caught sight of her; and as she loomed up in the fog, they cried out, "*it is a French lugger! it is a French lugger!! We are lost men!!*" Our captain, who was then looking through his glass, soon appeased their fears, by informing them that he had ascertained it to be a boat with a large sail, steering towards us. In a few

minutes they arrived along side. It proved to be a boat with four men, who had made their escape from a collier brig, which had been boarded by a French lugger, a short distance from us. The brig's crew had observed the lugger close to them stretching in shore across their stern in order to board them on the next tack, and had made their escape by taking to the boat. Some of the Frenchmen who had boarded the brig, on perceiving the boat, at a distance, fired at her, and that caused the report which was heard and gave us so much alarm.

Our captain, having received this important information, immediately resolved not to be made a prisoner of war, but rather run the risk of losing the vessel. In a moment he cried out with a voice of thunder: "*All hands loose sails.*" The sails being loosed and set in short time, the Venus was moving for the land under full sail.

The lugger having boarded the brig and not finding any thing of consequence on board excepting coal, she destroyed the vessel.

Our brig having previously been exposed to the lugger by the ringing of our bell and the sound of the foghorn, she undoubtedly embraced the opportunity of taking our bearings which undoubtedly proved beneficial to her as a guide to find us.

The lugger having scuttled the other brig, as we supposed, immediately steered towards us under full sail, with an evident intention of making us her prize. Our captain being apprehensive of her design kept a constant look out for her on our weather quarter, this being the direction in which he expected to see her make her appearance.

About three quarters of an hour after we slipped our anchor, our captain cried out: "*There she comes boys, and we are lost.*" The hopes of escape which a few minutes before had lighted every countenance now instantly expired. The painful idea of being made prisoners of war, of spending a number of years in a miserable French prison, was revolting to the mind and filled every heart with despondency. But there was

but one alternative; either to run the vessel on shore and thus endanger our lives, or be taken by the lugger which was rapidly coming up with us. Our captain had the precaution to have our boat ready along side, in order to make our escape after having run her on shore, which was his premeditated plan, if no other possible means of escape presented itself to his mind. Our leadsman, who was continually employed in throwing the lead and giving us the sounding, now cried out: "*by the mark, three.*" Our captain cried out: "port your helm, my boy, haul in your weather braces, my lads, quickly and let us run her on shore and save ourselves if possible." "Steady she goes, my boy," cried our captain. "Steady" responded the helmsman. Again the leadsman sung out: "*under quarter, two.*" "Steady she goes," said our captain, and "she will be on shore in five minutes." Soon she struck.

The lugger had by this time begun to ascertain that she was a lessening the depth of her water; she tacked about and stood out from the shore, being unable to pursue us any farther in safety.

On seeing the lugger about, the captain commanded all hands to the boats to be in readiness, to leave the vessel, in case the lugger should deem it proper to send her boat to destroy us. All hands having got into the boats excepting the captain, who kept a constant lookout with his spy-glass. The Frenchman apparently did not feel disposed to send his boat to finish our destruction, seeing that we were already on shore and in in imminent danger. They seemed perfectly satisfied with our situation and therefore left us to make the best we could of our perilous case. Happy were we, when we heard the welcome news from our captain's lips: "She is gone, boys, come out of the boats!"

Every countenance now shone with a hope, and every heart beat with joy.

All hands were now employed in taking in the sails and sending down the top-gallant-masts and yards, to make the vessel snug and prepare for getting her off. This being done, the kedge anchor was taken out astern with great difficulty and the rope taken to the windlass

and we hove on it, until it parted. By this time it had had become entirely dark.

At 4 o'clock the watchman reported that the fog had totally disappeared and that the wind had considerably increased and that the sea was making a breach across the deck.

This unwelcome news very much alarmed our captain, who immediately came on deck and on observing the indications of a gathering storm which threatened us with immediate destruction, called all hands to send down the topsail-halyards and drop the top-sail. This was done to prevent the main-mast from going overboard, as the tops were now our only places of refuge in the storm. Having firmly secured all the spars, the captain advised the men to provide themselves with sufficient bread and water in the tops to sustain life during the trial which awaited us.

It was now about 8 o'clock, A. M., the sun had risen and shone with unusual brightness on the white foaming billows, which surrounded and partly covered us at intervals.

The weather being now perfectly clear, every eye on board was anxiously engaged in observing and endeavoring to discover our truly deplorable position and ascertain if there was any possible means, by which, we might be assisted and delivered from our perilous situation.

Our captain ascertained that we were cast away on the south of the St. Nicholas, on a dangerous sand-bar, situated three leagues from the land. He also discovered two vessels which were wrecked on the same sand, two miles distant from us, lying on their sides. On the west, and inner side of the sands, were several vessels lying at anchor and riding hard. From them we could expect no assistance, they having no suitable boats to encounter the breakers in which we were enveloped.

It was now mid-day and ebb-tide ; this was favorable to us, as in the course of an hour we were very much relieved from the dashing of the waves.

The gale increased and the clouds became dark and lowering, which bespoke the approaching storm.

At sun-set the captain advised us to take some nourishment and prepare ourselves to re-ascend to the tops, the only remaining place of refuge, during the darkness of the night. We ascended with heavy hearts and having gained the desired spot, each individual secured himself with a rope, to prevent his falling. I, being young, and incapable of securing myself, was secured by one of the sailors. Being comfortably wrapped up in a good pea-jacket, and childlike, regardless of the perilous situation in which we were placed, I enjoyed some repose during the gloomy night.

During the night the storm continued to rage with unabated fury.

About midnight, the roaring gale apparently had attained its height. The elements seemingly had united in one all their tremendous powers to overwhelm our little bark, which seemed doomed to utter destruction. The waves were now making tremendous surges over the whole of the vessel, sweeping away with unrestrained fury her bulwarks and everything on her decks of a movable nature.'

What indeed, could have been our thoughts while endeavoring to extend our eager eyes around us, as far as the shades of night would permit us ? What could we see before us that would in the least degree have any tendency to console our desponding spirits or alleviate our miserable condition ?

We could see the white, curling waves successively rolling and tremendously beating against our little unfortunate bark, with unabated fury, and threatening to swallow us. We could hear the roaring and howling of the tempestuous gale, whistling swiftly by us threatening to cast us into the merciless abyss beneath. There was no created arm to appearance that could possibly have saved us from our deplorable and forlorn condition.

Oh ye mothers and fathers, wives and sisters, often think of your dear suffering kindred, floating on a trackless ocean, whose tender-hearted affections commingle with yours. Let your prayers and sympathies go with them.

It was 12 o'clock at night, when the gale had attain-

ed its highest degree of violence; it now began to lull. At 4 o'clock we had long lulls and short puffs, which were certain indications of the termination of the gale.

Every countenance now was illuminated with the hope of relief, and every heart swelled with gratitude for our miraculous deliverance from a premature, a watery grave.

At 12 o'clock the elements around us had become perfectly calm. The weather was now favorable and being under no apprehension of being swept overboard by the waves, we descended to the deck after having been confined twelve hours in the top.

On examining the remains of our bark we ascertained that she was a total loss, her bilge and stern having been knocked in by the beating of the sea; she was half full of water and past recovery.

The vessels which had been lying at anchor on the opposite side of the sand, had by this time got under way and were steering towards London, being favored with a light breeze from the southeast. Our captain now made a signal of distress in order to acquaint those vessels, that we had survived the severity of the storm and needed their assistance.

On seeing the signal flying at our mast-head, the two cod smacks, which were the nearest, immediately steered towards us. It was some time before they could come near us, in consequence of the lightness of the wind. Some time after the sun had hid his refulgent face beneath the western horizon the vessels arrived within hail, and having approached us they immediately sent their boats to take us from the wreck. We all got into the boats rejoicingly, taking with us the few remaining articles of wearing apparel which we had managed to save. Having got on board of the smacks with safety, we steered towards London, it being the port to which they were bound with their cargoes of fish. The two vessels sailed in company, and being favored with a fair wind, arrived and cast anchor in the Lower Hope, two days after we departed from the wreck. We came to anchor at high water, finding it impracticable to proceed

any farther in consequence of the tide and lightness of the wind. During the ebb-tide there were several outward bound vessels, which had floated down the river with the stream and came to anchor close by us. On the following morning, just before the turn of tide, we were hailed by a large transport brig, which was very near to us, in the following manner: "Smack, ahoy! have you got any fish to sell?" "Yes," was the reply. Soon she sent her boat and the captain came on board to purchase some fish. While in the act of buying, perceiving that there were more men on board than the proper complement he immediately inquired into the cause of it. Having ascertained that we were a vessel's crew on board, who had been wrecked, and he, being short of hands, inquired of our captain if there were any of them who would like to ship with him in his brig. Among our crew he found two men who willingly shipped with him to go the voyage. Having agreed with these men he inquired of our captain if the two boys were his apprentices. Our captain's reply was, that Willie was his apprentice, but Tommy was not; and added, if you want a cabin boy, you had better take him; giving me a good recommendation, and saying to him that it would be a deed of charity as I was friendless. He then asked me if I was willing to go as a cabin boy on board of that fine looking brig; adding, that she was going to Spain and would perform her voyage in a few months, and on my return I should have some money which would enable me to see my mother, if I could find her.

Although I had a strong desire to see my mother, yet I did not disapprove of the proposal, but hesitated in giving an answer, not knowing what to do. After some persuasion he succeeded in obtaining my consent, and accordingly I went with him on board his fine looking brig, the Paragon, of London.

CHAPTER IV.

Ships on board the Paragon ; sails from the Downs with a convoy; taken prisoner by a French lugger ; efforts to escape imprisonment ; recapture of the vessel and our liberation ; arrival at Spithead ; embarkation of the troops ; departure of the convoy ; description of the scene ; ancient tradition of the moon ; arrival at Portugal and disembarkation of the troops ; retreat of the French army out of Portugal ; arrival at Cadiz, and disembarkation of the troops ; arrival at Carthagena and disembarkation of the troops ; arrival at Alicant ; junction of the forces ; attack on the city and landing of the army ; description of the attack ; capture of the city ; retreat of the French army, pursued by the English ; return of the army to the city ; embarkation of the army ; departure from Alicant ; arrival of the army in the south of Spain ; landing of the army ; defence of the enemy; attack on the French redoubts and fortification ; dislodgement of the French ; evacuation of the fort and retreat of the French, to the plain ; general engagement on the plain ; the French are repulsed and retreat ; embarkation of the army ; the Paragon leaves the fleet and returns to Carthagena ; arrival in England ; the author is induced to leave the ship ; enters on board of a ship of war.

Having got on board of the brig, I was taken down into the cabin and instructed in the duties assigned me to perform during the voyage.

At 12 M. it being about the turn of the tide, the pilot commanded to loose sails and heave short. Soon the anchor was weighed and her lofty sails were spread to the pleasant breeze, which speedily conveyed her through the waters of the Queen's Channel, towards the North-foreland light. The wind proving unusually favorable, enabled us to cast anchor in the Downs at 11 o'clock, P. M. Here we continued two days, waiting the arrival of more vessels from London, which on their arrival were to form a convoy and sail for Portsmouth, under the protection of a sloop of war and brig. The

vessels having arrived, and the tide and wind proving favorable, we weighed anchor at 6 P. M. again spread our lofty canvas to the gentle breeze. Fifty sail of vessels constituted the whole of the convoy. They made a grand formidable appearance. We sailed close to the wind until we arrived opposite to Fair Leigh, where the wind headed us off shore. The order of the commodore indicated his intention to make a long stretch off shore, in order to enable the convoy to weather Beachy-head on the next tack. We sailed about two hours in this direction, when it was deemed necessary, in consequence of the increased violence of the wind, to reef top-sails. The wind still continued to increase, and again we were under the necessity of reefing and taking in sail.

Our vessel could not keep to windward with the rest of the convoy, in consequence of her deficiency of ballast. Being three miles to the leeward of the convoy and dark, it was with great difficulty that we could occasionally perceive the lights of the nearest vessels. We tacked ship in order to get in the track of the convoy on the next tack. We stood in for the land, unconscious of the near approach of our ill fate. We had not been above an hour on this tack when we perceived a strange sail close by us, crossing our bow. The officers immediately brought their spy-glasses to bear on her and announced her to be a French lugger.

The vessel now became a scene of confusion; the captain and mate were so much embarrassed that they did not know what course to pursue for the safety of the vessel. There was no alternative ; no possible way of escape could be devised. Some were of the opinion that the firing of our signal gun to alarm the commodore would probably deter her from taking us, as she would be detected by the commodore. Others were of the contrary opinion, and imagined that this would ultimately prove fatal to some of us, as it would only serve to enrage the furious Frenchmen, who would undoubtedly revenge themselves if we fell into their hands. This was an important consideration, and as such it was appreciated.

Our captain, was determined to make his escape, if it were possible. Accordingly, he immediately commanded to shake out all the reefs and loose the top-gallant-sails. The sails being all spread, he put up his helm, and steered for the Downs, being resolved to give the lugger a trial for the superiority in sailing. But the Frenchmen had not been idle during the time that we had been employed in making sail. They had been watching all our movements, and having discovered our intentions, she immediately wore ship, made all possible sail and steered for us. We soon perceived that the lugger was in pursuit of us, and undoubtedly had marked us for her night's prey; yet, notwithstanding the discouraging position in which we were placed, there still remained a universal hope and persevering spirit among the crew. But this hope was only momentary, as it gradually banished as the lugger approached nearer and nearer to us. The enemy, having approached us on our weather quarter, hailed us in English and commanded us to heave to, with our head to the westward, and that without delay. Our captain, knowing that disobedience to the command given, might be attended by the sacrifice of some of our lives, immediately took in sail and and hove to, and waited for the lugger to board us. The lugger soon came to, under our lee quarter, and we were boarded by twenty Frenchmen, sword in hand. They commanded us to go below, where we were barred down and kept secured. Having done this, they made sail on the vessel and steered before the wind towards the coast of France.

During our confinement our agitated minds became seriously concerned for our future destiny. Some deeply lamented the long anticipated separation from home and friends, which would unavoidably take place in consequence of our expected long, tedious confinement in a French prison. Others thought more of privations and the sufferings which their destitute families would have to endure, during their imprisonment.

We were prisoners of war, and probably doomed for a long time to suffer the privations of a loathsome prison, deprived of the comforts of life, of our personal liberties,

and all that on earth to us was dear. Placed in such trying circumstances as these, life, though sweet in itself, now become a painful burden. But kind fortune had unrevealed and unmerited favors reserved for us in store. The vessel continued her course during the night, and early in the morning arrived off the mouth of the bay of Bologne. The Frenchman had intended to sail into the harbor before the break of day, if possible, to escape the English cruisers, if there were any cruising or lying at anchor, at the mouth of the harbor. But in consequence of the darkness of the night they necessarily had been compelled to shorten sail, and the fury of the wind, having abated towards morning, they were thus frustrated in their designs and daybreak overtook them on the ocean ; and thus they were exposed to the English cruisers. It was fortunate for us that it so happened, for had the night been clear and the wind continued, the vessel would have arrived in the harbor before morning in safety, and we must have gone to suffer indescribable miseries in a French prison ; but it was otherwise ordained. The day was breaking when the vessel commenced entering the harbor of Bologne; and not having as yet discovered any of the English cruisers, the Frenchmen were in great hilarity, thinking themselves in perfect safety with their prize.

But the scene was soon changed ; those who were now rejoicing and quaffing deeply of the cup of prosperity, were soon brought to mourn and drink as deeply of the bitter cup of adversity.

Soon the noise ceased on deck, and in a few minutes subsequent, we heard articulating in French, ' A brig of war! a brig of war!' ' He is an Englishman,' reported another voice. ' *Sacra la Anglois !*' resounded every voice, all over the decks. In fifteen minutes more we heard the report of a great gun ; this circumstance connected with the preceding report, raised our dejected spirits and led us strongly to believe that our redemption was nigh. Soon after we heard the sound of the speaking trumpet and immediately after was heard the shrill sound of the boatswain's pipe. These were fol-

lowed by the roll of the drum and a great concussion on our lee-quarter, which shook the vessel fore and aft. This was succeeded by a great noise on deck, like the jumping and running of men. English voices, commanding, were now distinctly heard, ordering the dismayed Frenchmen to the quarter deck.

They made no resistance when boarded by the first class of boarders, from his British majesty's brig of war, but quietly submitted to their fate. Having obtained possession of the vessel, the English commanding officer immediately ordered the French crew to be confined, and to liberate the English prisoners. Thus in a few minutes the scene was greatly changed. They were confined and we were liberated; freed from confinement and from our anticipated miserable condition. This unexpected deliverance was hailed by us with great joy. Our hearts, which had previously been made sad by adversity, now swelled with gratitude. But in the midst of our joy we could not help reflecting on the sudden change which fortune sometimes makes.

The prisoners being now secured under hatches, both vessels made sail for the anchorage, where we soon arrived in safety. While lying here, the prisoners were removed to a sloop of war, and our captain again was put in full possession and command of his vessel. The wind being now unfavorable, we were under the necessity of waiting for a favorable change. This having been accomplished, we weighed anchor and with light hearts and a jovial song made sail and steered for Portsmouth in company with the sloop of war, which escorted us as far as Beachy-head and then returned to her station. We arrived at Spithead three days after our departure from the Bay of Bologne. Having come to an anchor among the shipping, the commodore and transport agent and ship-masters came on board to receive information relative to our mysterious disappearance from the convoy.

At Spithead we waited a week for the arrival of the troops from the different sections of the country, to embark for Lisbon, in Portugal, as a reinforcement to the remains of Sir John Moore's army, which was then commanded by Lord Wellington.

During this time we were employed in taking in all kinds of provisions and warlike stores.

At length the troops arrived, and were embarked for Portugal to reinforce Lord Wellington's army, which was then occupying an important position to cover the city of Lisbon from the invasion of the French army, then commanded by the distingushed Massena. It was early in the morning when the admiral's ship fired a gun, loosed her fore-top-sail and unfolded his blue Peter on the fore sky-sail mast, which is a signal for sea, and for weighing anchor. Every vessel belonging to the convoy immediately obeyed the signal. This is a strict rule to be observed by the commanders of every vessel in the convoy without deviation. In the first place, before the convoy leaves the port, the admiral or commodore makes a well-known signal for the masters of all the transports to come on board of his ship to receive their instructions and signals, by which they may know from the commodore how to steer, make or shorten sail in their passage to the port of destination. By these means convoys are guided and protected across the ocean. As the signals were promptly obeyed, soon every vessel spread her wings to the favorable breeze. Being young and unaccustomed to seeing such a vast number of ships, I was very much surprised, and viewed the interesting scene with great admiration; it seemed like a city on the ocean, its lofty spires pointing to the skies.

We sailed for Lisbon, the capital of Portugal, with a convoy of 60 or 70 sail of transports and ships of war. In company with us sailed three other convoys, which together swelled the number to 500 sail. Those convoys were destined to the Cape of Good Hope, West Indies, Mediterranean, &c. It will be borne in mind that these convoys were made up of merchant vessels, which were carrying their merchandize to their respective places of trade.

We sailed by the beautiful Isle of Wight, steered our course down the channel, and at mid-day arrived off the White-cliffs near Berry-head. A few hours afterwards we arrived near the Eddystone light-house. This

is built on a small rock situated nine miles from Ram's head, which is the West point of the mouth of Plymouth Bay. This sea-monument is one of nature's curiosities. The rock on which the light-house is built, is sufficiently large to form its foundation which is secured with iron fastenings. This mode of securing the foundation was adopted when the present light-house was erected, in consequence of the former one having been washed away in a gale of wind.

The light-house keeper has a perilous, and unenviable situation, as during the existence of a gale, the sea frequently rises over the rock, and the spray often rises to the lantern. We viewed the delightful prospects which the different hillocks presented to our view from the different sections of the Albion coast, as we swiftly passed by it. At length the sun descended beneath the bosom of the western ocean and the night enveloped us in her dark mantle, which banished from our vision the interesting remains of our highly favored isle.

Having performed the duties of the day cheerfully, I retired to repose my wearied frame. My bed consisted of a hammock, which was suspended beneath the deck by a number of small lines, which left it in a swinging position ; in it was a hair matress, accompanied by a double blanket. I laid down and endeavored to sleep in my new fashioned bed, but it was in vain ; no sleep to my eyes ; no rest to my wearied limbs. This disturbed state proceeded from being unaccustomed to the creaking noise of the bulk-heads and swinging, rolling and pitching of the vessel, which kept every thing in constant motion. Happy was I when I beheld a ray of morning light. Notwithstanding the sleepless and restless night which I passed, and the qualmishness that I then felt, I jumped out of my swinging hammock in order to go on deck ; but as soon as my feet touched, I was rolled away with the roll of the ship to the lee-side, then backward and forward several times in succession before I could assist myself in the least. At last after being considerably bruised, by chance, I took hold of a supporter, by which means I regained my standing position. I then became more cautious of the movements

of the vessel and succeeded once more in regaining the upper deck. We sailed towards the port of destination without experiencing the least molestation. Finally, we arrived in the port of our destination and came to anchor below Balum Castle and immediately proceeded to disembark the troops. This task was accomplished the same day of our arrival. The troops made preparations to march on the following day. That evening, news was received from the army by the commanding officer, that Massena, after failing in his endeavors to draw lord Wellington from his position, was precipitately marching out of Portugal and his lordship's army was following in his rear, harassing and successfully dislodging his troops wherever they attempted to form, to cover their retreat. This gratifying and welcome news was universally hailed as the redemption of Portugal from the usurping power of Bonaparte, and was celebrated by a magnificent illumination throughout the country.

The troops having rested from the fatigue of the voyage and recovered from their sea-sickness, part of them took up the line of march to unite with the army. The remainder were re-embarked for Cadiz, to reinforce General Graham, who commanded that important garrison, and defended it from the desperate assaults of the French army, and who after that sallied out and obtained a victory over them upon the hights of Barossa in connection with the Spanish General Lapena.

The troops being re-embarked, the commander's ship fired a gun, hoisted the Blue Peter, and our gallant fleet was again in motion. We sailed for Cadiz, and in a few days arrived there and cast anchor in safety. Here we disembarked some hundred troops as a reinforcement for the garrison of that important city.

On the day after our arrival, we received orders, to proceed with the remainder of the troops to Carthagena, to reinforce the Spanish troops and take possession of the castle of Tallalla, which is situated on a high, commanding eminence, on the side of the city as you go into its harbor.

We again weighed anchor and proceeded on our voyage through the gut of Gibraltar, and soon passed that

great and impregnable fortress, which is considered by well-informed men, the key and bulwarks of the straits. We still continued on our passage, and in six days arrived safely and cast anchor in the harbor of Carthagena, and immediately proceeded to disembark the troops. Having landed our troops, the fleet immediately made sail for the port of Alicant, where we were to meet the main army, then waiting our arrival, in order to unite for the attack on the French. On the following day we arrived in the bay of Alicant, and there met the main body of the army, waiting our arrival.

All necessary preparations being previously made, the army, consisting of 10,000 men, proceeded to disembark in the face of the enemy's intrenched lines and strong batteries under cover of the gun-boats and such of the small vessels of war as the shoal water would safely admit. To my young and inexperienced mind the scene was truly majestic and terrible. The line of gun-boats, bomb-ships, and other smaller vessels of war, arranged in the line of battle, under the muzzles of the enemy's guns, exhibited a stern resolution in our officers and men to conquer or die in the attempt.

It seemed to me to be truly grand, and I already imagined the battle won. Add to this, 60 or 70 flat-bottomed boats, each carrying a long gun and 60 armed men. In addition to this, the transport-boats engaged in towing these large boats full of troops to the several suitable positions for landing; and 100 or more boats from the several ships of war landing the marines and sailors, with their suitable implements to scale the walls of the enemy's batteries. In the midst of these active operations, the roaring of the cannon, which shook the very earth; also the dense columns of smoke, which reached the heavens, conveyed the tidings that a great, a destructive conflict was going on. Next the respective showers of musket balls from the enemy's trenches which fell in and around our landing boats, and which deprived many of life, taking their souls into the world of spirits.

The continual showers of cannon-shot, and bullets of the enemy's guns, skipping on the surface of the deep,

cutting men and boats asunder and dismounting guns and sinking gun-boats at their will, added to the terrific grandeur of the scene.

In the midst of this vehement fire the troops landed, formed and marched with a firm step, forced the trenches at the point of the bayonet, stormed the redoubts and turned the guns towards the main fortification. Soon they succeeded in forcing the main batteries and obliged the gallant Frenchmen to retreat precipitately, leaving the dead and wounded and a great part of their stores in possession of the victors.

Thus ended this bloody and contested struggle between the contending armies of two of the greatest powers in Europe.

This victory was not decisive of the liberation of the province from the encroaching and usurping power of the French. Though they had been vanquished and routed from this important city in less than four hours, and a great victory and a city had been gained; yet there remained much to do to exterminate them from the province, as they still held the greatest part in their possession.

The French were closely pursued for several days in succession along the coast, during which time the commanding officer spared no pains nor military skill in his efforts to draw the French general into battle, but all in vain.

The shrewd Frenchman was something like the child who had been stung by the bee. He felt no disposition to approach the hive again. The French now being in full retreat to concentrate the provincial forces, and the English general failing in all his endeavors to bring him to battle, came to the conclusion to halt, countermarch and re-embark his troops and proceed along the coast and dislodge them at Rosas, where they had a strong hold.

The army centered at Alicant after an absence of ten days amidst the acclamations of the citizens, who took them by the hand on every side as they marched through the city, and expressed gratitude for their deliverance. The army approached the sea shore and the embarkation took place. In a few hours they were on board,

and the ships were ready for sea again, but in consequence of adverse winds we were under the necessity of remaining inactive in the port for several days.

This short respite was considered in some degree favorable to the troops, as it enabled them to repair damages and rest from the fatigues produced by the recent battle and forced marches.

The ocean breeze in a few days proving favorable, our admiral ship fired a gun and displayed the blue Peter. We steered our course for the south of Spain, and in a few days arrived and came to an anchor in safety, opposite the French fort, which was seven miles distance from us. This was a very unfavorable position which the ships unavoidably had taken, in consequence of the shallowness of the water; and it was one, which at the time, was deeply regretted, as it deprived them of rendering the necessary co-operation to the troops in covering their landing in the approaching encounter.

The night subsequent to our arrival a Spanish boat came off under cover of the night, which brought important information to our commander. Having ascertained the position and strength of the enemy's forces, and having previously made all necessary preparations for the disembarkation, we proceeded on the following day to land the appointed forces, which numbered 4000 men, in the very face of the enemy, who were advantageously posted along the top of the small sand-hills on either side of the fort.

It would be utterly impossible for me to describe the scene correctly or to do justice to the subject, being placed at such a distance from the scene of action; but according to my knowledge, and that which I derived from those who partook of the honors of that day, I will endeavor to give an impartial representation of the battle.

I had conceived that the recent battle, which had taken place in Alicant was truly majestic and sublime; but in my opinion, this by far, surpassed it in bravery on the part of our troops, considering the many disadvantages under which they labored. In the first place, the shallowness of the water prevented the ships from covering the landing troops from the enemy's destructive

fire to which they were long exposed. In the second place they were under the necessity of forming their ranks whilst up to their waists in the water, and marching in this manner for a long distance towards the enemy, who being comfortably situated, was constantly pouring a deadly fire upon them. In the third place, after gaining the dry land, they had to march up the sand hills at the mouth of the cannon to dislodge the enemy from their strong and advantageous position, at the point of the bayonet.

These obstacles could not have been surmounted by any ordinary mode of warfare. Nothing short of an unwearied, unyielding and persevering spirit of intrepidity, could have successfully surmounted the difficulties here delineated.

They dislodged the enemy from their strong position, who commenced a retreat under the protection of the fort, towards the plain and in its rear. By this time a party of sailors, who had been sedulously engaged in getting a long gun on the top of a commanding hill, had actually succeeded in their difficult enterprise and had now commenced an effectual and destructive fire, which conveyed dismay into the fortress and threatened its immediate dissolution. This gun was kept constantly employed; every shot was effectual and did some execution. So severe and destructive was its fire, that in less than three quarters of an hour, the enemy found themselves under the necessity of evacuating the fort, as it had become a very uncomfortable residence.

The French having been compelled to leave the fort, now slowly retreated towards the plain, intentionally drawing our forces from the sand hills that they might effectually charge them in the rear with their cavalry. The French having got to a suitable distance, halted, formed in line of battle and opened a brisk fire, which was immediately returned with equal success.

After the firing had continued for some time, during which many fell on both sides, the French made a desperate and united effort, horse and foot, to charge the English wings. Their right wing which was composed of infantry, supported by a squadron of horse, charged

the English left wing, which rested at the base of a small sand hill. Their left wing, with a full battalion and six or seven hundred horse, charged the English right, with full confidence of turning the wing to attack the rear, and thus drive them towards their centre, which was ready to receive them. The English being well formed calmly received the expected onset with a bent knee, vigorously repelling them on the left wing. On the right, the heavy battalion and 700 horses, made several attempts to drive the wing into the rear but without effect.

The English wing being firmly formed to prevent its being turned, and a resolute spirit of resistance existing among the troops, all the efforts of the enemy to break the line proved unavailing. The French made one more desperate attempt to force the English wing. The foot, in front of the horse, attempted to get into the rear. In doing this, a body of 500 from the reserve unexpectedly came upon them, from behind the sand hills, which they had to pass in order to get to our rear, which threw them into confusion and disorder; and not being able to advance to support the charge of their infantry, they retreated with great loss and disorder. At the same time that the cavalry was repelled, their infantry was also repulsed. At this time the whole of the English lines advanced to the charge, which the French avoided by a precipitate retreat.

The French now being in full retreat were pursued but a short distance, having no cavalry to assist and repel the French cavalry in their desperate onsets, had they deemed it proper to have made another stand.

Having endured the excessive fatigue of a severe fought battle, we again embarked our troops to proceed along the coast and dislodge the enemy from every foothold.

Our captain and several others while lying at Alicant had received orders from the transport agent, to make preparations to discharge the remaining government stores on our arrival at Rosas, as it was expedient for the vessels to return home, by expiration of the time for which they were employed by the government.—On our arrival at Rosas, the troops which were on board

of our vessel, were immediately conveyed on board of the other transports and all the government stores.

Having embarked all the troops and the wind proving favorable, the fleet again set sail and steered along the coast. The vessels which were homeward bound were 7 in number, including the sloop of war, which was to convoy us home. These sailed for Carthagena, where we were to load with spars for Portsmouth, England.

At Carthagena the vessels went into the arsenal basin, where we took in our cargo, and at the expiration of four weeks we joyfully made sail for the land of our birth, at which we arrived in seven weeks.

On our arrival at Portsmouth we received orders from the navy commissioners to enter the harbor and discharge our cargo at the navy yard.

Having fulfilled all our orders, according to the wishes of the commissioners, the ship's crew was immediately discharged and the vessel was laid up until the captain should find employment for her.

I, being young and homeless, was permitted by the captain to remain on board of the vessel, as he had anticipated taking me as an apprentice to the ship. For my past services the captain rewarded me with a good suit of blue sailor's clothes and others of inferior quality, and 5*s*. for pocket money. This compensation was more than adequate to my just demands. During the voyage I had the good fortune to receive the kindest of treatment from the captain and his amiable lady.

While in Portsmouth I became acquainted with a a number of boys who belonged to a large king's ship, near to us and which was nearly ready for sea. She was a ship of 2,000 tons, drawing 24 feet of water, having four decks, three of which were above water, on two of which she mounted 24 guns of 32 lbs. caliber. Her complement of men was 120. She was one of the government ships, employed in conveying stores of all descriptions to the army and navy in all parts of the world. She was not a regular fighting ship, but was sufficiently armed to fight her own way and to protect such convoys as might be intrusted to her protection. She was H. B. M. ship Hindostan, built in India, and at this time

was commanded by captain Dunken Ware, one of the twelve masters. Whether this means the twelve oldest masters in the navy or the twelve trinity masters I am not able to decide. Be it as it may, they were intrusted by the admiral each with the command of one of these store ships, which in discipline did not in the least degree deviate from that of a regular ship of war. By these boys I was frequently invited on board. These invitations were readily accepted and we often enjoyed our mutual visits. When I first visited this store-ship I was struck with surprise at the immense size of this floating monster of the sea. I admired the great guns and shot-lockers round the hatchway, and the neatness of the ship in every respect, and especially the birth-deck and mess-tables which were as white as they possibly could be. The shelves on which the crockery was placed for security were painted very nice and tasty; in a word every thing appeared neat and grand. I was more than gratified with the neatness of the sailors' uniforms the first sabbath that I witnessed them answering their master. They were dressed in white trowsers, blue jackets and leather hats, on which the ship's name was beautifully inscribed in gilt letters.

My mind now became ravished with these allurements, and I became a frequent visitor on board. The frequencies of which created an ardent desire in me to embark on board and traverse the ocean in this great, floating bulwark of Old England. My mind proved unstable for some time on this point, but finally I came to the conclusion to sail in her if possible. Having ascertained that the ship stood in need of four or five boys, I made immediate application to the second master for a situation on board, who, having satisfactorily interrogated me, gave me an assurance of a birth. I remained on board of the brig until this great ship was ready for sea. This I did to prevent a premature disclosure of my plan to Captain Brown, whose interference would probably have frustrated my designs, though he had no right to do so, as I was not an apprentice to the vessel. Four or five days having elapsed I ascertained that the ship was ready for sea and that she would leave the jetty

on the next high water. According to this information I readily perceived that the time of my departure drew nigh and that it was necessary that I should be on board in season. It was now high water and apparently there was a great bustle in getting the ship off from the jetty. It was then that I embraced the opportunity. I mingled with the boys and stepped on board unobserved.

In a short time the ship was under sail steering out of the harbor with a favorable breeze, which is indispensable in consequence of the narrowness of the harbor's mouth. In about one hour and a half the ship came to an anchor at Spithead, where she laid a week, taking in her water and provision.

CHAPTER V.

Sails in H. B. S. Hindostan ; arrives at Gibraltar ; from thence to Carthagena ; visits the English soldiers and fortifications ; arrives at Mahon and meets part of Sir Edward Pillow's fleet there ; description of a sailor's trial and horrible punishment ; arrives at Carthagena ; gains knowledge of the city ; description of the city and its fortifications ; public execution of three English deserters ; description of the Spanish Gipsys ; departure from Carthagena ; meets the Victory 74 with her prize of 90 ; description of the battle ; arrival at Gibraltar ; attack of the French on Tariffa, Algesiras and St. Roche ; description of the rock of Gibraltar, its fortifications and the town ; description of St. Michael's cavern ; arrival on the summit of the mount ; the Moorish Castle ; arrival at Cadiz ; description of the Carraques : departure from Cadiz ; short allowance of water ; the suffering of the author ; arrival in England ; takes in 75 American prisoners ; conversation with one of the prisoners ; departure from Spithead ; preparations for an engagement with a supposed enemy ; arrival at Chatham, chosen by the captain's lady to be educated and is disappointed by a misrepresentation of his disposition.

Having made all necessary preparations for sea and the wind being now favorable, we started with a convoy of 40 sail for the Mediterranean. This convoy was protected by two frigates, one sloop of war and two storeships. We sailed down the channel with a favorable breeze until we arrived off Torbay, where we were under the necessity of coming to anchor in consequence of adverse winds. In Torbay we remained a few days, waiting for a favorable wind to waft us to our destined port. At length being favored with a good wind we sailed in company until we arrived off the city of Lisbon, at which point our convoy was divided ; one half of which under the protection of one of the frigates sailed for Lisbon, it being the place of their destination, and the remainder proceeded on their voyage until we

arrived at the Straits of Gibraltar, where the two store-ships separated from the convoy and run into the harbor. The remainder of the convoy proceeded on the voyage to their several ports up the Mediterranean.

Having parted from our convoy we came to an anchor in the bay of Gibraltar, close in to the Mole-head.—Here we disembarked two companies of artillery who were to be stationed three years at this impregnable fortress. We discharged several hundred tons of cordage for the ships of war, together with powder, shot and provisons of all descriptions. Here we remained two or three weeks, during which time we discharged a part of the cargo for the arsenal, when we again weighed anchor and steered our course for the city of Carthagena, where we arrived in safety in 13 or 14 days. On our arrival at this port we came to anchor close into the land, under the castle of Tallo; and on the following day entered the arsenal basin. Here we remained six weeks, during which time we were busily employed in discharging all kinds of stores for the Spanish army and navy, also for the English garrison, which had charge of all the fortifications of this important city.

While lying here, the ship's crew was fully indulged every sabbath with liberty on shore. This privilege, greatly appreciated by the crew, gave us a good opportunity to acquire a knowledge of the city and its fortifications.

The first sabbath subsequent to our arrival, three fourths of the ship's crew had liberty on shore and I had the pleasure of being one of the number. Three or four boys of us, accompanied by an old quarter-master, to whose care we had been intrusted while on shore, soon passed through the navy-yard gate, which led us into the city and into Royal street. This was a long and wide street; in it and opposite to the navy yard gate was the marine barracks; this is a beautiful stone building, four stories high, very long and capacious and sufficiently large to accommodate 6 or 7,000 men. We proceeded toward the gates of Madrid, near which was a very extensive brick building originally built for a granary, but recently converted into a barrack, and at this

time was occupied as such by the English troops. To it we made our way, enjoying hopeful anticipations of being richly rewarded by the expected gratification of seeing and holding a mutual conversation with our friends and countrymen who had been compelled to leave behind them their friends and relatives to fight the battles of strangers. Upon arriving at the barracks we were conducted up to the first floor, which was occupied by the soldiers. In the course of our visit through the several apartments to satisfy our curiosity, I met with several of the soldiers who came out with me in my previous voyage to this port. They congratulated me on my prosperous return home and my speedy return out to this port in my large war ship, as they termed it. During our visit we were handsomely entertained and invited to visit them again as soon as convenience would permit us.

Being fully gratified with the day's recreation and the evening shades appearing, we slowly retired to our respective ships, to be ready to resume on the following day our duties.

During our continuation in port, we continued our visits to the barracks and all parts of the city and its fortifications. Having discharged that part of our cargo which was destined for this place, we again made preparations to continue on our voyage to the next port of destination. The ship now being ready for sea and the wind proving favorable, we made sail for port Mahon, where we arrived in a few days. At port Mahon we met part of Sir Edward Pillow's fleet, which had come from the blockade of Toulon to refit, this being the place appointed by government, it being the nearest and most suitable place. We immediately proceeded to discharge the cargo which was designed for these ships, which consisted of provisions and all necessary warlike stores. Here also we were indulged on the sabbath with permission to visit the shore and city. Having delivered our stores to the several ships we again made the necessary preparations for proceeding on our voyage. While lying in the outward roads, ready for sea, an occurrence took place the remembrance of which causes the blood to chill in my veins. It was this : one

of the mariners whose name I cannot remember, indulged a strong desire to revisit the city once more before the departure of the ship. This unfortunate man was so strongly tempted by this propensity, that he put his life on the altar as a sacrificial equivalent to its gratification. He had the audaciousness to take a boat in the silent hour of the night, from the ship's side, and almost from under the immediate watchful eye of the quarter-master, in which he conveyed himself on shore. Early in the morning the boat was missing; the quarter-masters of the night-watches could give no account of it, for which omission of duty they were put in irons and condemned to suffer punishment according to the crime.—In consequence of this occurrence, the ship's crew were in a state of excitement, knowing that if the captain brought this man to a court martial, he would undoubtedly be hung to the yard-arm; this being the penalty of the act, unless he was reprieved and sent through the fleet to receive 4 or 500 lashes on his back; he had committed a double crime, stolen the boat and deserted the ship, the penalty of which is death by the laws of war.

Having confined the quarter-masters, a boat was immediately dispatched to the shore in search of the deserter. After an hour or two he was apprehended, brought on board and put in irons. At 9 o'clock the captain came on the quarter-deck and after walking there a few minutes, he called for the carpenter and his mates to rig the gratings, and the boatswain and his mates to pipe all hands to witness the punishment. This is a well known and unwelcome sound, which when it is heard, conveys dismay and creates sensations of pain in the heart of every honest tar which cannot be desscribed.

The ship's crew were now arranged on one side of the quarter-deck, while the marines occupied the poop and the officers the other side of the deck. The grating was fastened perpendicularly to the main rigging, and the captain stood near it. Near by stood the boatswain and his mates. The prisoner stood near and opposite to the captain.

After a thorough examination of the prisoner's case, the captain requested him to say whether guilty, or not guilty. He plead guilty to the charge alledged to him. Having acknowledged his guilt, the captain gave him choice to be tried by a court martial on board of the admiral's ship, or to receive six dozen lashes on board of his own ship. To the latter part of the proposition he readily acquiesced. He was now fastened, hands and feet, to the gratings. The boatswain's mate stood by with the cat-o'-nine-tails in his hand, waiting for the word of command, to strike. Now the heart-rending scene opened to our view. The captain spoke : 'Boatswain's mate, do your duty.' As he laid on the strokes, the blood oozed forth, the flesh quivered, the sufferer groaned, and a breathless silence pervaded the ship's company.

The first boatswain's mate gave him thirty-six lashes ; the pitiful sufferer's back was now in a complete gore. The second boatswain's mate, with a clean 'cat,' was now called to do his duty and to accomplish the sentence passed. He proceeded and accomplished his task, amid the groans of the unfortunate man, whose back exhibited a deplorable sight not easily described. The quarter-master, whose watch it was, when the boat was taken, was also slightly punished, for omission of duty. The others, who were not found guilty, were liberated and sent to perform their duty.

This is one of the heart-rending scenes which men-of-war's men are often called to witness, and on such occasions, they do not fail to bestow their honest sympathies on their unfortunate ship-mates.

The ship being ready for sea and the wind now proving favorable, we made a signal for sea and spread our large and lofty wings once more to the winds, which conveyed us to our destined port, where we arrived in a few days.

Upon our arriving in the Bay of Carthagena, we sailed into the arsenal basin and came to an anchor, in a suitable place to take in our cargo, which was to consist of spars, great guns, and shot.

In our stay at this port, the ship's crew had liberty

to go on shore every sabbath. The cabin boys generally attended their master to the market every morning. This afforded us an opportunity to acquire a knowledge of the city.

In my former and present voyage, I acquired considerable knowledge of the Spanish language, which I found to be of great advantage then, and in many instances in my subsequent career in life.

During our stay here, we visited all the fortifications within and without the city. This privilege could not have been granted us, had we not been employed in the navy, and the fortifications in the possession of the British. In addition to this, we visited all the convents and obtained some knowledge of the orders of their priests and friars.

Carthagena cannot fail of being interesting to a foreign observer. Interesting for its large and beautiful bay, its safe and commodious harbor, which is capable of containing a thousand ships of war in perfect safety. The Arsenal Basin, which is within the harbor, is a most beautiful and safe place for shipping, as they are completely sheltered from every danger.

The city presents the form of a bow, the part which faces toward the city of Madrid represents the back part of the bow, and the part which faces the harbor represents the front of it. The breadth of it from the center of the bow to the center of the string, that is from the gates of Madrid to the sea gates, is probably one mile and a half long. The principal street, which runs in the direction of the string of the bow, is probably two miles and a half, that is, from the gates of St. James to the Arsenal gate.

This city is built on a plain, and it is surrounded by a strong, well-built rampart; the outer wall of which is 60 feet high and is built of very large and massive stone. From the wall projects half-moon bastions, which are one-sixth of a mile apart, mounting ten guns each. The part of the rampart which faces Madrid is 60 feet wide; that which faces the sea, the greatest part of it 300 feet wide. This part of the rampart is situated at the foot of the Moorish castle. It is handsomely flagged and

sufficiently large for a parade ground, for three or four thousand troops at a time, for which purpose it is frequently used. This rampart has but two bastions, the remainder being a long, straight, high and strong wall, against whose base the sea is continually dashing. This rampart rises on the side of a mountain, on the left of the inland part of the city, and unites to the castle of Tallo, which crowns a mountain one mile long and 7 or 800 feet above the level of the sea, and which forms the most important part of the harbor, its basin. The castle has a complete command over the harbor, and all its fortifications within and without the city. It is inaccessible on every side and therefore impregnable to every foe. About three-quarters of a mile without the city, opposite to the castle of Tallo, is another mountain, which is 5 or 6 hundred feet above the level of the sea and which is inaccessible on three sides, and the fourth is very difficult of access. On it is a large stone castle, which is named Soladado, or Solitude, which mounts from 70 to 80 guns. This castle can render no protection to the city, farther than to prevent an enemy from raising a fortification on the mount, which would very much annoy the castle of Tallo.

The space from the foot of this mountain to the nearest part of the city wall is three-fourths of a mile; it is nearly level and is occupied by a large village, which bears the name of *Kitta-pellagos* or ' take-off-skins.' Here there are many gardens of note and particularly the Governor's, which is very large and remarkable for beauty.

Half a mile distant on the right of the city, as you face it from the harbor, is another very large village, which is denominated St. Cines, and which is situated on plain ground along the sea-shore. In the midst of this village is a small castle, which also bears the name of the saint, and is an excellent outwork. On the right hand of the entrance of the harbor and opposite to the castle of Tallo is another castle situated on a high ridge, which also commands the entrance and a great part of the harbor. Without the city wall there is a ditch which completely encircles the city from one side of the

sea to the other, including the mountain, on which the castle of Tallo stands at whose outward base is a lake into which the ditch empties its contents. This lake is separated from the sea by a small sand bank, which is from 60 to 70 feet wide and one-fourth of a mile long, and abounds with good fish.

Before the city is an avenue, or kind of mall, which is three miles long, 150 feet wide, and it is decorated and shaded by a line of high and beautiful trees, entwining in each others' boughs. It commences at the gates of Madrid and ends at a very large and beautiful village, which bears the name of *St. Antonio*. This is a place of recreation for the nobility; and to it they generally resort in the after part of the day to enjoy the fresh reviving air.

There is a street which runs straight from the gates of Madrid to the sea-gates, which is called *la calle principal*, or principal street. In this street is the governor's mansion and several national buildings built of black marble. This street contains the three principal squares, each of which contains a large and beautiful white marble fountain, from which issues streams of crystal water.

The city contains nine marble fountains, situated in the principal squares; from them the wants of the inhabitants are daily supplied. It also contains four large and beautiful barracks, capable of accommodating 20,000 troops. Close to the rampart on the right side of the gates of Madrid is a long and spacious building which is a quarter of a mile in length, and about 400 feet wide, 3 stories high, and is built of large square stones. It is the national armory.

On the right of the sea gates, and about a quarter of a mile distant, 300 hundred yards within the rampart, is a high hill, the summit of which is crowned with a castle, denominated the Moorish castle, which is said to have been built and possessed by the Moors some hundreds of years ago. It is a strong and commanding fortification, and it might, with the greatest propriety, be denominated a citadel, as it is within the city; but it by far excels an ordinary fortification of that kind, being

fortified by nature and impregnable. It commands the city, its ramparts and all the harbor.

The city contains six monasteries and one nunnery ; each monastery has from 30 to 40 priests and friars.

There is an existing misunderstanding which is prevalent with many persons relative to the proper order of priests and friars. I have therefore deemed it advisable, for the benefit of the reader, to define the orders.

A candidate for the priesthood must be in possession of a thorough collegiate education, this being indispensable to his admission to the convent ; after which he has to wait a number of months to go through his degrees, previous to ordination to the order of the priesthood. Having been ordained, he is then qualified to perform the duties of his office, which is to say mass, confess the people of their sins, inflict penance, and to forgive sin in the name of the Lord ; which the individual believes to be done as soon as the benediction is conferred upon him.

A qualified priest has his head shaved round, one inch above the ear, and four inches in diameter on the crown of the head. This leaves the hair to resemble a crown, which is emblematic of the crown of thorns worn by our Savior at his crucifixion.

As to the friars it is indispensable that they possess piety equal to that of the priests, in order to be qualified for admittance into the convent. A liberal education is not required of a friar, nor can can he attain to the holy orders of the priesthood. His duty is to perform the domestic labor of the convent. His garments differ from those of the priests ; his head is not shaved. The friars solicit alms for the convent. This duty is performed by some on foot and others on horse-back. Those who perform this duty on foot, take the image of the patron saint of the convent to which they belong, and travel the country round in quest of alms for the saint. These collect money only, but those on horseback collect grain of all descriptions and any thing that the benevolent public gratuitously bestows upon them.

I have visited these convents in succession. Their private and dining apartments are not remarkable for neat-

ness. I have visited their churches a number of times. They are extremely beautiful, being ornamented with rich paintings and costly images. Their altars are also richly decorated with gold and silver candle-sticks and holy vessels. Their mass meetings, their high feasts, and their yearly religious processions exhibit a degree of grandeur seldom seen in a Protestant country.

The Spanish mass commences on the Sabbath at 4 o'clock, A. M. and continues until 12 o'clock, having a different priest each hour. After the bells have done tolling and the congregation has assembled, a number of large wax candles being lit on the altar and on the great arch over the altar, which contains the great images, the priest makes his appearance, dressed in costly robes and enters within the gates of the altar; approaches the altar and opens the Latin bible which is placed on a suitable stand and always on the altar. The priest then commences by reading a Latin prayer, to which the assistants, who are school-boys previously taught, occasionally respond, *Amen.* During the continuance of the service, he often puts the palms of his hands together and raises them and his eyes towards the great image, bowing his head and knee at the same time. He then passes to the other end of the altar, bowing his knee every time he passes or repasses to read in the different bibles. The assistant then gets the Esop and sprinkles the place and the altar with holy water. The priest still continues to read, and the assistant occasionally responds, *Amen.* The assistant then brings to the priest the censer of incense, which he takes, and passes to and fro before the altar several times, swinging the censer at the same time, from which a cloud of smoke ascends. After this, the assistant brings to him a box of holy wafers, out of which he takes one; holding it in his fingers, he prays over it, then facing the congregation, he raises it above his head. At the same time, a little bell is rung by the assistant, and the congregation bow down and strike their breasts as an emblem of repentance; the congregation all this while remain on their knees, as there are no seats of any description. After this the priest to the saint above the altar, raises the holy wafer,

which is stamped with the Savior's image, and bows as he takes one half of it into his mouth, the wafer being twice as large as a dollar, and by far too large to be introduced into the mouth at once. The assistant, being on his knees, rings a little bell to notify the congregation, and they beat their breasts during the time the priest is partaking of the 'real body of Christ,' which they say, is in the wafer, or *ostia*, after it has been blessed by the priest. After this the assistant brings the golden chalice, which very much resembles a wine-glass in shape, but larger, being one foot high and otherwise in proportion. This is the holy vessel, out of which the priests partake of the wine which they believe is the real blood of our Savior, after it has been blessed by the priest. The priest having partaken of the very body and blood of our Savior, according to their faith, the assistant rings a little bell again, which produces a different sound from the previous one, it being a signal for the congregation to rest, after having been on their knees for three-quarters of an hour. The male part of the assembly then rise up and stand on their feet, while the females sit on their heels.

After a few more ceremonies, the priest faces the congregation, puts forth his hand, makes the sign of the cross and pronounces the benediction. The mass is then at an end.

The next scene worthy of notice here is their religious processions, which are performed with great pomp.

The procession is chiefly made up of the members of the different monasteries and some citizens. The streets through which the procession is to pass, are thickly strewed with green rushes and flowers of every description. This gives it a gay and fascinating appearance.

The order of the procession is as follows: First. The full statue of our Savior on the cross, borne by eight men. After this follows between 2 and 300 *Nazarenos* or Nazarenes, who are dressed in the original Nazarene style. This dress consists of a long purple robe, with a smooth cap of the same cloth, which is three feet high and in the shape of a sugar loaf, with a

piece of the same cloth over the their faces in which are two little holes for windows.

In the second order of the procession, the image of John the Baptist, is borne by eight men and followed by the highest order of priests, who are denominated *clarions.* They were dressed with long black gowns, short narrow blacks ephods, with a square piece of blue embroidered velvet on the breast, a four cornered black mitre, and high shoes with very large silver buckles.—No person can be admitted as a candidate for this order of priests excepting he be of a high, rich and independent family.

In the third order of the procession is the image of St. Peter in full stature, borne by eight men, followed by the priests of that order, who are denominated *capuchinos.* Their robes consist of a long mixed woolen gown, with large sleeves with pockets, sufficiently large to hold half a peck of green peas, and round the neck and on the back part of the head, is a hood used instead of a hat. Round the waist is a black horse-hair girdle with a number of knots worked on it. They also wear a rosary which is composed of large beads at the middle of which hangs a wooden cross six inches in length and beautifully set with pearls. On the feet, high hemp sandals. Their beards are a foot long, and depicted, disfigured, if not sanctified countenances.

In the fourth order of the procession, the image of St. John was followed by the priests of that order, who wear long light and black robes, over which they have a white loose Ephod, and on their heads a large rimmed black hat; on their feet high thin shoes, and round their waist a black leather strap and buckles.

In the fifth order of the procession, the image of St. Joseph is followed by the priests of that order, who wear long white robes, with long black and light ephods tightened round their waists with a white hemp cord. Their heads were ornamented with white broad rimmed hats, and on their feet light shoes, with small silver buckles.

In the sixth order of procession, the image of St. Francis, in full stature, is followed by the priests of that

order, who wear long, coarse woolen blue robes, with long peaked elbow pockets, and a large peaked hood on the back of their necks, a substitute for a hat. Round their waists a hemp girdle full of knots, and on their feet white hemp sandals.

In the seventh order of the procession the image of St. Mary is followed by the priests of that order, whose robes are white and fine ; on their heads a broad rimmed hat, and on their feet thin shoes, with middle sized silver buckles.

On either side of the priests, the whole length of the procession, the citizens followed, each bearing a large lighted wax candle, from four to five feet in length, and three inches in diameter.

There is an existing tradition which very much operates on the minds of this credulous people. It is this: It is said that any person, bearing a lighted candle in the procession, whose light by chance should happen to be extinguished before the termination of the procession, is destined to die very soon.

I have stood by and have heard the remark made by many a spectator, whenever any person passed by who had been so unfortunate as to lose his light, that he must die soon.

Respecting the nunnery I have no information to impart, as there was no admittance to it, and the nuns are invisible to every eye except that of the bishops and priests. But notwithstanding this I have seen several nuns in the streets of this city, but they were from those cities which the French had captured, from which they had made their escape. They were dressed in white long woolen robes over which they wore a black robe and a long close black veil, through which it was impossible to discern any traces of the face excepting the eyeballs sparkling through two small holes.

I shall now endeavor to amuse the reader by imparting some interesting information relative to a Spanish *masquerade*. A Spanish masquerade is a yearly feast, which to the Spaniards is a season of universal hilarity, all classes of society participating without exception. I shall here attempt to impart no information as to the rea-

son which led to the celebration of this feast on the three particular days. It will only be my object to describe a Spanish masquerade as it exists or as it existed at that period. The masks are made of all sizes and descriptions, suited to all faces and all ages. There is no particular fashion or rule to be observed in relation to dress. All are at liberty to choose their dresses and masks as their fancy may dictate. This without doubt is obvious to the spectator as his eye meets the lively throng of thousands of individuals, who for their own gratification, have chosen different and indescribable dresses.

The main object to be accomplished by those who participate in a masquerade, is the modification of the dress, behavior and voice to such an extent as to escape personal recognition, even by their most intimate friends. For this purpose they disguise themselves in a thousand indescribable ways. Middle aged persons choose dresses which would be more suitable for young persons, and young persons those which would be more suitable to the aged. Women dress in men's attire and men in women's. It is not unusual for members of one family to be enjoying each other's company at the same dancing ring, and yet not be aware of each other's presence. You will not unfrequently see members of both sexes decorated in Turkish attire, riding upon mules, selling dates, as their character. The men have silk Turbans on their heads of various colors, long false beards, their mouths generally ornamented with long Turkish pipes reaching to the ground, out of which issues and ascends tobacco smoke. Others are disguised in the attire of *Arianos* or caravan drivers, with large leather bottles hanging to their saddles, which are filled with the best of good wine, while in their hands some of them hold a long tin gun, into which they blow to discharge its contents.

The next thing which attracted my attention was an old looking masker, dressed with a fisher's coat, holding in his hand a bamboo fishing pole with a string attached to its end on which was a small round cake. On the right he held a short stick with which he struck the rod. Be-

fore him were about twenty boys who kept constantly jumping at the cake with their mouths open endeavoring to catch it, and if any succeeded it was his as the reward of his labor, but if any attempted to possess themselves of it by any unfair means they were rewarded by the old masker with the weight of his stick.

Another thing which attracted my attention, was six smart looking maskers, whose dresses resembled the dresses of harlequins. They had a large white cloth and in it a full size man, made of rags, dressed in the like attire as themselves. These maskers amused themselves by tossing their rag man into the balconies amid the young ladies who are generally out witnessing the scene. Sometimes the young ladies would seize it as their prize and endeavor to conceal it from them, and thus amuse themselves at the others' expense. But this seldom took place although it was attempted in very many instances, as they were supplied with two scaling ladders, by which means they would immediately scale the balcony and recover their amusing object.

The next and most interesting scene to my youthful mind was the *Gigantio e La giganta*. These were two great figures, representing a giant and giantess, who made their appearance in the midst of the great concourse, looking down upon the crowd from their towering hights as if they had been like the pigmies, mentioned in Gulliver's travels.

This imitation of the ancient fabled overgrown inhabitants of our earth was so perfect in its construction, that, had we lived in an age when giants inhabited the earth, we should have found it a difficult task to have discovered the deception at a distance of 200 yards. These unusually wrought figures were so ingeniously constructed as to admit motion when operated on by an inward agent. The feet moved forward and backwards and the arms were capable of every motion. The head moved apparently as easy as though it had been in reality a living head. In each of their right hands they held a walking stick which they seemingly used quite handily. My attention being so intensely attracted by the sight of these unusual beings I was unavoidably drawn by

them and I mingled with a throng of boys and maskers which followed and surrounded them as they went. I followed them in the throng about a mile toward the centre of the city. At last they made a stand and I forced my way as near to them as possible. It was not until then that I became convinced of the deception. I then ascertained that the visible parts of the figures were composed of very fine paste board, so completely formed and adapted to the human form as to admit of no rivalry. I drew nearer to the male figure who apparently stood deeply engaged in conversation with a citizen. On approaching this monstrous human form I ascertained that there was actually a voice proceeding forth from some part of the figure, which on strict examination I ascertained to proceed from the abdomen. On a yet stricter examination I discovered the mouth and eye holes,which discovery led me to the conclusion that these figures were operated on by persons inclosed within.

After the sun has descended the maskers retire from the bustle of the street to large and suitable halls, fitted for the occasion, to spend the evening in a social dance.—This is generally the course adopted within a city, but in the suburbs they pursue a different course. They on all occasions of this kind, the streets being wide, form large circles before their doors, with benches and chairs in the midst of which they perform their dancing. The instruments of music to which they dance are *la Giturra e la Manrubia*; the former is a large instrument with eight or nine pairs of strings which are played by the fingers; the latter is small and it has four or five strings and is played with a small stick. The dancers keep to the tune as near as possible, the males snapping their fingers and the females playing bass *Castanaters* or brakers, which are made of hard wood and in the shape of a cockle shell. They are tied to the thumb with a handsome ribbon to support them, and being thus secured, they apply the four fingers to them, which produces a rattling noise which greatly animates the dancers and assists the music.

In this manner the feast is kept for three successive days, which is the lawful and appointed time. But it is

proverbially said, that while we are in the midst of life we are in death. This world is the theatre of life ; man is the actor and death the changer of the scene. To-day we are invited to the house of feasting to drink of the overflowing cup of rejoicing ; to-morrow to drink deeply of the bitter cup of affliction. Thus it was with us. We had been much delighted with the recent interesting scenes which we had witnessed. But oh ! how solemn the thought, that after witnessing and feasting on such a cheering and stirring scene, that we should be called to witness immediately after a scene revolting to our nature and terrific to mortality.

The scene to which our attention was now invited, was the public execution of three unfortunate English deserters from the army, who, having been apprehended and tried were condemned to be publicly shot, as an example to others. This is the inhuman and barbarous punishment which the spirit of war deals out for that which may be no sin in the sight of God. The day appointed for their public execution having arrived the troops marched without the city early in the morning to witness the dreadful and melancholy scene. I stood at the gates of Madrid and beheld the troops as they passed. In the rear were the unfortunate victims, the object of our commiseration. They were escorted by a small guard. After them followed three coffins born by twelve of their men. Oh ! reader, what could have been the hidden thoughts of their minds and the feelings and emotions of their hearts ? Where is the pen that can depict or the tongue that can tell the agonizing emotions of their hearts. The troops, having arrived at the appointed place, halted and formed in a concave line. The appointed guard which was to perform the dreadful duty stood arranged without the line and in the centre of the concave, waiting for the dreadful signal to fire. The poor, trembling convicts stood in front of the troops without the concave, facing the guard from whom they momentarily expected to receive the mortal shot. All this while the troops stood motionless and a deathly silence pervaded the ranks. Every eye was fixed on the commanding officer who stood a few paces from the right

wing ready to give the dreadful signal of death. At last the dreadful signal was given; the guard fired; the victims fell; a momentary struggle and life was extinct. The bodies of the poor fellows laid lifeless on the sod. The troops from the left wing commenced the line of march by the remains of their unfortunate comrades. This was done in order that the example might be fully imprinted on their hearts and make a deeper and more lasting impression. I beheld until the very last soldier, the sergeant of the guard, marched by. At that moment one of the unfortunate victims of the law of war weltering in his blood, raised himself and reclined on his hand. At this unexpected event, the sergeant made a stand and discharged into his head the contents of his gun, which apparently was provided for the occasion. This unexpected and heart-rending scene produced indescribable emotions in my mind, such as I never experienced before. I could not help exclaiming: "Oh! that man might be humane to his fellow man."

As I have given the reader some account of the English Gipsys, it will now be my object to give him some information relative to the supposed origin and peculiarities of the Spanish Gipsys. Having resided for three months in the village of *St. Antonio*, which is three miles from the city of Carthagena, and during the time, had a good opportunity to acquire the requisite knowledge as I resided in the midst of this class of people.

Los Gitanos or the Gipsys of Spain, originally emigrated from *Egito* or Egypt, consequently they have been properly denominated by the Spaniards *Gitanos*, the interpretation of which is Giptians.

The Spanish Gipsys are a peculiarly distinct people, not unlike the Jews in this particular, as they contract no matrimonial alliances with any but their own people: and if they were so disposed it would be utterly impossible, as they are held in contempt by all classes of society.

With respect to their religious views, they without exception embrace the whole of the Catholic faith, but like other classes of society they do not strictly adhere to their professions, the consequence of which is great

immorality. With regard to their domestic habits, they are rather inclined to indolence and uncleanliness, in which they sink beneath even the lowest classes of the Spaniards.

Another of their characteristics is their peculiar propensity for dancing, and the peculiarities of their dances which greatly differ from those of the Spaniards. The instrument of music to which they generally dance is *La Sumbomba*, which is composed of an earthen ware pot, sufficiently large to contain three or four gallons. Over the mouth of this pot is a kid skin, with a reed placed and fastened in its centre with a piece of wire. To produce music with this instrument, the hand is slid up and down the reed which produces a rumbling noise, which constitutes the music.

Another trait which peculiarly characterizes the *Los-gitanos* is that they are the greatest *jumpers in Spain*, having become so by constant practice from childhood. I have witnessed this practice over one hundred times while residing with my master in the village of *St. Antonio*. Their dress greatly differs from that of the Spaniards. Their jackets and breeches are richly ornamented and trimmed with silver or gold spangles according to their several abilities. *La montera* or the cap which they wear is made of silk velvet and is richly adorned with embroidery and small silk tassels, and is made in the shape of a cocked hat. The vest is beautifully trimmed and set off with four rows of silver bell-buttons. The shoes are also set off with a pair of silver or gold buckles. This is a description of their Sunday dress. On other days of the week their dresses are not so costly and fantastical. With regard to their honesty and veracity they are not to be relied on and are therefore looked upon by their nearest neighbors with a jealous eye.

Another prominent feature by which they are characterized is their business, by which they obtain a subsistence, for they all have the same employment. I have not seen or heard of a Spaniard's being engaged in the business. The business to which we have alluded is the shearing of asses and mules, which they perform

with ease and dexterity. Some of the more wealthy are, to some extent, engaged in dealing in horses and other animals, and they are acknowledged to be very shrewd in their business, which generally proves profitable to them.

Another peculiarity which characterizes the *Los Gitanos*, or Gipsys of Spain, with a few exceptions, is their complexion, it being darker than the darkest of the Spaniards.

During our continuance in St. Antonio we witnessed much both in the city, village and country around, which was interesting to us all. Having laid in that port four months, and the ship being ready, again put to sea, and having a favorable breeze, steered our course for the Rock of Gibraltar. We sailed along unmolested until we were apprized by our mast-headman, of two large sails, apparently ships of war, which were rapidly coming up with us. The officers of the watch immediately brought their spy-glasses to bear, and soon reported them to be ships-of-the-line. At 10, A. M., the strange sails were within three miles distance, on our weather-beam. The weather being clear and the sea smooth, we could distinctly perceive the whole of their hulls, which loomed up very high above the level of the sea.

Several conjectures now arose among the crew as to the possibility of their being French ships of war, escaping from Toulon and making their way to the west of France, through the straits of Gibraltar. Had this been the case, we must unavoidably have been taken and made prisoners of war; but a kind Providence had wisely ordained it otherwise. These conjectures were partly strengthened by the ships' going about, which brought the other side to our view, by which we discovered that they presented different aspects, the larger of the two being painted red on one side, and white on the other; red being a favorite color in the French navy.

These ships were now stretching across our bows and nearing us at every swell of the sails and roll of the sea, and yet they had not displayed their national flag, notwithstanding ours had been flying for some time. Soon it was perceived, that the ships displayed English

colors ; and the larger of the two, exhibited French colors under the English, a demonstration of her being a captured vessel.

The smaller of the two ships now demanded our name and the place of our destination, which demand was promptly and satisfactorily answered. We continued making signals to each other, until we had obtained the desired information which was cheering to our minds. We had learned that the smaller of the two ships was the Victory, of 74 guns, the very ship that was foremost in the battle of Trafalgar, and which at the time of that memorable battle, bore aloft the flag of that invincible and illustrious hero of the Nile, Lord Nelson. The prize-ship was the Rebolia, a French 84, mounting 90 guns, and manned by 800 brave Frenchmen. The Rebolia was a new ship, bound to France and just out of Venice, when she fell in with the Victory and the Weazel. The former mounting 74 guns and manned by 500 men, and the latter mounting 20 guns and manned by 120 men.

At the time the fearful encounter took place between these two floating castles, the wind was light and the sea smooth, which was rather favorable for their work of destruction and blood. The battle lasted for two hours without cessation. The cannon incessantly and mutually roared, and swept as with the besom of destruction hundreds of hands, red with blood, to the ocean of eternity.*

The sea became perfectly calm, while the ships lay motionless and ungovernable on the bosom of the ocean which was crimson around them with the blood of the wounded and the slain. While thus floating, seemingly motionless, without a breath of air to swell their sails and yet striving to conquer, the little Weazel, which had kept aloof in the commencement of the battle, now swept under the stern of the Rebolia and opened a

* Oh ! that men could see their folly and become sufficiently wise to ' cast their cannons into plow-shares and beat their swords into pruning hooks and learn war no more.'

raking and destructive fire, which the gallant Frenchmen could not withstand. They made every possible effort to drive the Weazel from her position, but all in vain. Some 6 or 8 guns were brought to the stern to bring them to bear upon the brig, but her stern being very much shivered to pieces, afforded no shelter to her men. The fire from the brig was so severe and desructive, that in less than an hour, over 300 brave French mariners were swept away by its fury into the world of spirits.

There was but one alternative for this brave enemy, and that was, either to sink or surrender to her foe. She chose the latter and became a prize to the Victory and Weazel.

After the capture of the Rebolia it was ascertained that she had sailed out of Venice suitably prepared, and for the special purpose of taking these two vessels, of which she had frequent information, as they were blockading the Gulf of Venice.

We received this information as these two ships passed us, on their passage to England. There, I subsequently became acquainted with some of the Victory's crew, and the particulars of the action. We proceeded on our passage, and arrived safe at Gibraltar where we came to anchor and waited orders from the admiral to proceed to the next port of destination, which was Cadiz. But in consequence of the French, who were then actively employed in besieging that great and important city, we were under the necessity of lying in this port until the siege was raised by the sallying out of the English garrison, then under the command of General Graham, who, in concert with the Spanish General, Lapena, defeated them on the hights of Barossa.

While lying in this port, we were under the necessity of witnessing the frequent and furious attacks of the French, on the several towns along the Spanish coast. Tariffa, near the strait of Gibraltar, was beseiged and assaulted by the French for several days, but it being chiefly defended by the English, they were under the necessity of retreating from it with great loss.

Algesiras was also desperately assaulted for a number of days and nights in succession, and it was the general opinion of competent judges, that the French would have been successful, had not the English garrison, from the fortress of Gibraltar, extended to them asistance.

St. Roque, or Roche, a large town on the plain, was also assaulted and bravely defended, by the united efforts of the Spaniards and the English garrison. These towns, which were visible to our view, were attacked in succession, and so complete and determined was the purpose of the enemy, that for three weeks in succession, the coast exhibited, night and day, a continued scene of battle.

While lying in this port we enjoyed the usual privilege of visiting the city every sabbath, which after being so long confined on board, was refreshing to the body and cheering to the spirits. These privileges were improved in acquiring a knowledge of this great and important fortification.

We continued in this port 17 weeks. My previous acquaintance with the artillery-men whom we had brought out and landed at this place, proved beneficial to me in my researches, as they were kind enough to permit me to enter and examine the fortifications. This was a privilege, denied commonly to all excepting the naval officers.

The Rock of Gibraltar is a peninsula, rising from a level with the sea to 1,500 feet above. Its extreme length does not exceed 10 miles. The back part of it is perpendicular and inaccessible. This part, notwithstanding its precipitousness is densely inhabited by baboons; and it is authentically stated, that they do not hesitate to attack a single person, whenever they have an opportunity. This information was given me by the artillery guard, stationed at the telegraph-house on the summit of the rock.

The front part of the rock is protected by a stone rampart which is 50 feet high, and extends from the Mole-head to the Spanish lines, at which point is a very narrow neck of land, nearly level with the sea.

This narrow plain seems to be the only place easy of access which nature has provided, and this only extends about 100 yards from the perpendicular rock to the arm of the sea. To prevent the access of an enemy at this quarter, they have cut a wide and deep ditch, by which they have brought the sea against the perpendicular rock, which renders it impassible, without the assistance of boats. To protect this point, which is the weakest, there is built in front of the Spanish lines, strong and massive batteries, with very deep and wide ditches, strengthened in front by the arm of the sea, which beats against the perpendicular rock. In this rock, which is immediately over the batteries and over the narrow arm of the sea, are cells excavated sufficiently large to contain a large gun each, with a sufficient number of men to work them, and ammunition and sufficient necessaries of life to endure a long siege. There are great number of cells of this kind all over the rock which command all the fortifications below, and are inaccessible to an enemy. I have often stood in front of these places in the rock, viewing the advantageous position of the guns wondering with admiration, how they could have ever succeeded in getting those guns up in such difficult places, where there was no passage, except a zigzag narrow foot-path, cut in the rock, about eighteen inches wide.

On the rampart, which extends from the mole-head to the Spanish lines, against whose base the sea is continually beating, are a great number of guns with their muzzles continually pointing to the sea, bidding defiance to the united navies of the world.

The city is built on the declivity and occupies nearly one half of its length of the rock, from its centre to the Spanish lines. It is hemmed in on three sides by the fortifications and its rear is protected by the perpendicular rock. The city has one principal street, running parallel with the rock, from which, on either side, branch out a number of short streets leading up and down from the water. The houses are neatly built of stone and brick, after the Spanish and English style. Near and above the mole-head is a beautiful village, which con-

tains two large barracks and a parade ground; between it and the mole-head is the navy yard.

While lying in port, we visited St. Michael's cavern, situate on the side of the road, a short distance from the telegraph-house, which crowns the summit of the mount. A party of us. having agreed to visit the ancient habitation of the saint, proceeded on our journey, immediately after our landing, toward the summit of the mount. On our arrival at the cavern, we entered its ancient and venerable mouth, and descended into a large space about 50 feet in diameter and 25 feet in hight. Its sides, from which projected a hundred ragged rocks, favored the form of a quarter of a circle. Its top was decorated with a great number of crystals, hanging in clusters, which resembled bunches of grapes on the vine. It was very damp, caused by the continual dropping of water from above, which formed several small pools. After viewing this spacious part of the cavern, we proceeded down the declivity, in the back part of the rock, passing and crossing small pools of water as we went, groveling in the dark, while the cool drops trickling from above, made us very uncomfortable. More than once, I wished myself out of the place. But, notwithstanding difficulties, we descended until we came to a pool of water, which completely arrested our progress and around which we could find no passage in consequence of the deficiency of light.

By this time we had proceeded down the declivity, between four and five hundred feet from the mouth of the cavern; but finding our progress arrested, we commenced retracing our steps and soon regained the large room of the cavern, where some of our party amused themselves, for a short time, in knocking off pieces of concealed stone, which they considered to be valuable, as curiosties, to take home.

As we came out of the cavern our attention was attracted on our right hand by two large flat stones which were bedded in the ground close upon the ridge of the mountain. We proceeded to them to satisfy our curiosity, but on approaching them, to our surprise, we discovered that their surfaces were adorned with ancient wri-

ting, which bore not the least resemblance to our modern chirography. It is the opinion of the learned that these stones must have been placed there some hundreds of years ago, but by whom or for what particular purpose no one that I have ever discoursed with on the subject has been able to give me any satisfactory information. There are, however, some conjectures in relation to them. Some suppose that the remains of the saint who inhabited this retired spot must have been interred there. Others imagine that they are some old Jewish tables, and others that they are some ancient Moorish inscriptions. In the midst of these multifarious conjectures, I have been left in total ignorance about the truth and my opinion is that I shall ever remain so.

From the Cavern we proceeded along the ridge to the summit of the mount, at which we soon arrived and were met by the artillery-men who courteously invited us in the house to rest our wearied limbs, after which we examined a large flat place on which were two very large guns, and how they could have succeeded in getting these guns to the summit of the mount, considering the difficulty of the road, was a matter of surprise to me. While I stood by the guns, viewing with admiration the surrounding scene two ships of the line, which were lying close in to the Mole-head, particularly attracted my attention in consequence of their small appearance at that distance beneath us. This led me to conceive the power of the two guns at their elevated and advantageous position and the effect which the shot fired from them must necessarily produce on the shipping beneath.

We took leave of our friends and proceeded down the declivity by a narrow path which led us down to the Moorish castle, situated in the rear and above the city. The castle bears no resemblance to a castle properly so called, but is merely a long stone building, one story high with many windows which were closed by shutters. Why this building has acquired the name of a castle, is more than I can define. The building was not at that time occupied for any purpose, neither have I been able to learn that it ever was by the English or

the Spaniards before them. It was said that the Moors paid a yearly tribute to the English to keep the building shut up, but for what purpose this was done, if it ever was done, is more than I can account for, unless it was to render it memorial of their ancient trophies in Spain.

On the following Sabbath we again resumed our investigation of the cavern. Accordingly having landed at the Mole-head we commenced our ascension toward the cavern to which we arrived at 10 A. M. After resting awhile from the fatigue of our journey we made suitable preparations for our descent. Having lit our candles and secured them in the lanterns with which we were provided, we descended into the once recluse retreat of the departed saint. We followed the leaders of the party round crooks and turnings and through small pools of water collected by the constant droppings from above. We proceeded in this manner for some time constantly descending toward the sea. After proceeding a considerable distance, it was concluded by our guides, as our lights had become dim in consequence of the deadness the air, it was best to retrace our steps, as it was probably dangerous to proceed any farther.

It had been the original design of the party to have gone as far into the cavern as the British officer, who it was said left his gold watch here as an enticement and reward for any person who should venture as far as he had done; but we were frustrated in our designs and were under the necessity of relinquishing our enterprise and returning without our anticipated prize.

We retraced our steps to the mouth of the cavern, where we gladly arrived to enjoy the fresh reviving air. We then descended toward the Spanish lines, and after luxuriously enjoying a saltwater bath, we returned through the city to our ship.

It was now seventeen weeks since we first cast anchor in the bay of Gibraltar near the Mole-head, during which time we had patiently waited the raising of the siege of Cadiz, our destined port. The seige now being raised, we proceeded to Cadiz where we arrived and

proceeded to Carraques or Creeks of Cadiz to take in great brass guns and anchors to convey to England.

Las Carraque or Creeks of Cadiz are four in number, leading out of the entrance of the harbor opposite to the Castle of *Pantilles* which is a strong and beautiful fortification situated on the island of *Leon* and opposite to the island of St. *Pedro* or Peter.

Having sailed into the *Carraque* we expeditiously commenced taking in our cargo, which was brought to us by small vessels. During our stay in the *Carraque* we were deprived of the usual privilege of visiting the shore, which was in consequence of being situated at a great distance from the towns.

Having finished taking in our cargo, which was accomplished in four weeks, we immediately sailed for England in charge of a small convoy of six transports. Our departure for England from the island of Leon, produced in some home-longing minds, a joyful anticipation of a re-union with their relatives and friends after the absence of a year. We proceeded on our passage with a favorable breeze until we arrived in sight of the mouth of the river Tagus, off which we perceived several vessels sailing out; and as we were sailing across each other, we soon approached sufficiently near to discern each national flag. Our crew were somewhat surprised at the display of two American flags on board of two large ships near us. The exhibition of these flags produced a momentary hilarity among the crew, thinking that we should secure these two vessels as our lawful prize, being then engaged in an unnatural war with America.

On perceiving the American flag so boldly flying near us our captain immediately sent a boat on board to reconnoitre the vessels, and after a thorough examination of them returned to the ship bringing the news that they were licensed ships and therefore they were permitted to pass on unmolested.

We continued on our passage toward home, amid prevalent light winds and calms, which lengthened out our passage beyond the calculation and expectation of our captain, who was apprehensive of making a long passage. Being rather scant of water, he deemed it ad-

visable to put the crew on an allowance, sufficient for the actual demands of nature, had every person received his just proportion; but this was not generally the case. The water being distributed by messes, every individual belonging to the mess, had unlimited access to it, in consequence of which, those who indulged their appetites more than usual with salt beef, became thirsty, and having access to the water, drank a double allowance. Others indulged in drinking a little more grog than their proper allowance, which also created an undue degree of thirst; and they also, in their turn, would have recourse to the water, and in this manner a great deal of suffering was inflicted, which might have been prevented. My sufferings on this occasion were intolerable; being a small boy, it was with difficulty that I could at any time obtain a half pint; and very many times I obtained none at all.

On one occasion when I was thus suffering with a severe thirst, it being about 10 o'clock, P. M., some of the men, who were alike sufferers with me, contrived to get some water, but where and how they got it, yet remains a mystery to me. The night being very dark, it was by mere accident that I discovered them, lying down by the booms and secretly indulging their refreshing draught. I sat down by one of them, who was the cooper of the ship and a messmate of mine, and to whom I used to give my allowance of grog, and asked him to give me some water, which he did, after they had fully satisfied their own thirst. For this favor I was very grateful, as it revived my spirits, although it was no more than a half pint, and that so muddy that the beasts of the field would have rejected it. A few days after this, being thirsty, I went to the keg to obtain some water, but found it empty, and having no means by which to obtain any, I suffered intolerably during the greater part of the day. At 8 o'clock, P. M. so severe was my thirst that I could no longer resist it. I then went into the ship's head and drew a pail of salt-water, of which I drank,—I think without any exaggeration—two pints. This gave me some relief from my suffering condition, although I did not relish the draught, which

laid heavy on my stomach for some time. We continued on our passage, and after the lapse of seven weeks, we arrived and cast anchor at Spithead and waited orders from the admiral to proceed to our destined port, to deliver our cargo.

On the day following our arrival, we received orders to proceed to Chatham, on the river Medway. The order was accompanied by 100 prisoners of war, 25 of which were Russians, and 75 Americans who were the crew of a privateer which had been taken on the skirts of the Bay of Biscay. Among the number of this crew were but 6 or 8 white persons, with the exception of the officers, who were all white.

As I had heard so much about the American war, and never had seen any Americans before, my attention was very much attracted by them, seeing that the most of them were colored men, a sight quite novel to me, having never before seen more than half a dozen blacks; I concluded that white men must have been scarce in America, when they sent that privateer to our coast. But I was struck with admiration, when I heard them talking as good English as those of the middle counties in England. I had previously understood that the American people descended from the English; but I was at a loss to know how those colored men came in America and why they had not a language of their own. These few reflections occupied my mind while I stood before them examining their complexion and features, which interested me much. At last I ventured to question one of lighter complexion than the others, a young mulatto, who appeared more attractive and social than the others. It was from him that I learned the manner of their capture.

We sailed with a small convoy, and being favored with a leading wind we arrived off Beachy-head where the wind headed us off the land. We had not been on this tack more than half an hour, when the officer of the watch reported to the captain a square-rigged vessel bearing down on us. Our captain immediately came on deck and commanded the gunner to beat all hands to quarters. This well known sound thundering in the

ears of old tars soon brought hammocks and tables down to the lower deck, and in less than ten minutes every man was to his post and the ship ready for action. Several night-signals were made to ascertain what she was, but to these there was no answer, which confirmed the prevalent opinion of her being a French vessel.

The strange sail still bearing down upon our beam and within hail, our captain hailed her several times, but received no answer. The vessel was now within three times her length, on our weather-beam, and appeared to be a large sloop-of-war brig. Our captain, standing on the poop-deck, cried out, through the speaking-trumpet, 'Stand by your guns; take aim!' 'Stand by your weather braces; heave all a-back,' which was instantly done. This he did to give our ship stern-way, in order to bring the vessel foul of us, and thus deprive her of crossing our stern and raking us, if she were an enemy. The captain of the brig, perceiving the immediate danger, cried out to the helmsman 'port your helm!!'

Our captain at the same time gave the word of command, 'fire!' Fortunately for us and them, our officers disobeyed the word of command, they having distinctly heard the commanding officer of the other vessel give the word of command in plain English, and justly concluded that she was an English vessel, commanded by some obstinate upstart, and therefore withheld their fire; for which act they highly deserved commendation, which was afterwards bestowed upon them. The vessel was so near to us that she could scarcely avoid the danger without damage. In the attempt to get clear, she carried away her flying jib-boom, which caught our quarter gallery. As the brig passed our stern, our captain spoke to her commander with great severity, and added, that he would report him to the admiral, on our arrival at the Downs, for his unjustifiable conduct.

I have merely stated the circumstance as it occurred, to exhibit to the reader the imminent danger to which haughty and unthinking men expose not only their own lives, but those of others, which are intrusted to their care. This captain might have well avoided all the

danger to which he unwittingly exposed the lives of his crew, if he had only been willing to comply with the dictates of reason; which was, to have answered our signals.

We arrived in the Downs on the following day and laid there one day and then proceeded toward the river Medway, where we arrived in 24 hours—from thence to Chillicum ridge, where we came to anchor and sent the prisoners to the prison-ships which laid at this ridge. We then proceeded to Chatham to discharge our cargo. Having arrived there, we discharged three-fourths of the ship's crew, who were hired for the voyage, and the remaining fourth, which consisted of the officers, boys, and a number of long-servitude men, were put on board of a hulk to pass away the winter. Our chief employment during the winter, consisted in keeping the ship clean, and occasionally in rowing the officers to and from the shore.

Our captain and his lady, after passing the forepart of the winter on board, took a journey to Scotland, his native land, and returned early in the spring, to make preparations to proceed on another voyage.

I was one day surprised by the captain's cabin boy, while I was deeply engaged on the lower deck, playing at marbles, with the unpleasant news, that I was not going in the ship the next voyage. I asked him how he knew. His reply was, that he had overheard the captain and his lady's conversation, which amounted to that. I was at a loss to know the reason why I should not be permitted to continue in the ship, being unconscious of having committed any act which would justify the captain in my dismissal. My mind became much depressed at this unwelcome news, and the more I thought of the subject the more it affected me; and why should it not? I was a destitute child, homeless, and friendless; the ship to which I was attached, was my home; deprived of this source of subsistence, I should be exposed to the unkindness of a selfish world.

In the afternoon, the same boy informed me that the captain required my immediate presence. I complied with the request, and entered the great cabin and stood

trembling and motionless before the captain and his lady. Lady Ware instantly perceived the agitation of my mind, and smilingly said ; ' do not be alarmed, we are not going to injure you in any respect.' ' We have sent for you,' continued she, ' to ascertain whether you would be willing to live with me in my house at Rochester. If you will, I will dress you in a handsome livery and send you to school every day.' At this kind and unexpected offer, a visible glow of gratification overshadowed my countenance. I immediately answered that I was willing to serve her according to the best of my ability.

Having given my consent to serve her, I was then advised by captain Ware to be in readiness to go on shore the following day.

The next morning the green cutter was ordered along side to take the captain's lady and baggage ; and to be in readiness to put them on shore.

I stood near the gang-way in readiness to be called upon ; but in this I was disappointed. The captain and his lady went over the side, without saying a word to me. I was surprised at this, and did not know what to make of it, but was soon informed by one of the quarter-masters who was a particular friend of mine, of the whole mystery, which was this : Having many months before weighed anchor at the Nore and made sail on the ship, they immediately piped all hands to breakfast. The mess to which I belonged did not receive their allowance, as soon as it was expected by them in consequence of the neglect of the mess-cook, whose duty it was to have every thing on the table in readiness for the men, for which they are excused from duty that day.

At this time, when every thing was in a bustle, as I was going down the fore-ladder in the midst of the crowd, who should I meet with, but an old Scotchman, who was a messmate of mine. He inquired of me why I had not gone for the cocoa, a thing which I had never been requested to do before. I made no reply, not knowing what to say. At this he commenced swearing, and beating me, and said that I should not have anything to eat in the mess. I got clear of him as soon

as possible, very much terrified and grieved at this undeserved treatment.

This was the first time that I had been abused since my departure from Mr. Miles, and I was so much affected by it that I resolved at the time to fulfil his threat, consequently I did not eat any thing more in the mess. Some how or other the affair became known to the second master, but not in its true light. He was informed that I had taken the sulks and would not eat any thing, which was not strictly true. The consequence of this misrepresentation was that the second master being informed that lady Ware had made a choice of me to live with her,informed captain Ware of this occurrence, which had taken place several months before. In informing the captain he represented me as not being a suitable boy for her choice in consequence of my irritable disposition. Thus the only favorable opportunity ever offered me of acquiring an education was frustrated by designing and malicious men.

It is impossible adequately to conceive of the magnitude of evil resulting from a misrepresentation of the truth. Sensible of the irreparable injury inflicted on me, I have subsequently and frequently looked back to that unfortunate period with tears in my eyes.

Having passed the winter merrily and comfortably on board the hulk, and the ship having received the necessary repairs to enable her to proceed on another voyage, she was again brought along side of the hulk to refit for the ensuing voyage.

The ship having refitted and taken in her cargo she was then ready to be manned. The hired part of the crew was now shipped and the ship proceeded to Portsmouth on her intended voyage, where we arrived and waited for a convoy to proceed to our destined port, which was Malta. This is an island situated in the Mediterranean, in possession of the English.

CHAPTER VI.

Departure from England; encounters a gale in the bay of Biscay; dangerous position off Cape Palos; turtle soup; water spouts amid the convoy; makes the island of Malta; description of the place where St. Paul was wrecked; enters the harbor; description of Malta and its harbor; position of the city of St. John and the town of Valetta; description of St. John's church; John the Baptist's skull; the embalmed bodies in the Vaults; the Queen's Garden; horrible murder; departure from Malta; arrival at Gibraltar; departure for England with a convoy; preparation for action; chases the supposed enemy; arrival at Portsmouth.

FOURTH VOYAGE.

The convoy being now in readiness to sail, the Commodore's ship, the Royal Sovereign, made the signal for sea which was immediately obeyed by weighing anchors and setting sail. We steered for the Mediterranean with a convoy of 12 sail of troop-ships and transports which were bound, some to Portugal and others to Spain. The passage was pleasant until we came into the border of the Bay of Biscay, where we encountered a most severe gale of wind, which continued to harass us for three successive days. Hitherto I had been a stranger to the dangers and sufferings arising from the effects produced by a severe gale of wind. I had experienced the sufferings of a shipwreck and had embraced an idea when I joined this great ship, that it would be impossible for the sea to produce any serious effect upon it, but found by sad experience that I had been deceived in this. I soon ascertained that our great ship, as large as she was, was not a rampart against the mighty rolling billows. I also perceived that the small vessels of the convoy made better weather than the larger. This is owing to the heavy weight of metal which the larger ships carry above water, which is the cause of their rolling and pitching so heavily in a gale of wind. Howev-

er, there was no serious injury received by any of the ships arising from the severity of the gale excepting the Royal Sovereign, which sprung her bowsprit.

The wind having abated its fury and having become favorable, we again spread our lofty sails to the pleasant breeze, which in a few days led us through the straits of Gibraltar into the Mediterranean Sea. We proceeded on our voyage with cheerful hearts, favored with a steady breeze, until we arrived near the Bay of Malaga, where our wind forsook us and left us in a calm to be driven by the current to and fro at its will. Being becalmed for several days, and having no controling power over the ship the current drove us close in to the Spanish main and near Cape Palos. We drifted round the cape into the elbow of the land formed by the cape, within a mile or two of the shore, but some of the small ships were a great deal nearer. While we were driving about in this perilous condition, not knowing what the ultimate result would be, our officers spied two ship-boats in shore of us engaged in taking sea-turtle. Our captain immediately ordered two boats lowered down and despatched in quest of these, then to me, unknown animals. In the afternoon the boats returned to the ship laden with very large turtles. They were soon discharged and hoisted to their places.

Among the English people turtle-soup is considered one of the richest dishes. A number of turtles were slaughtered and dressed to make soup. After the sun had descended, it was served to the several messes. This refreshment was considered a mark of the captain's favor to the crew.

The soup having been dispensed to all, many of the crew became noisily merry, having been making themselves a little too free with old Jamaica. This merriment begun to increase in one of the messes, and I being near at hand my natural curiosity attracted me to pass that way to ascertain what was going on, when of a sudden, as I was in the act of passing, I received a tremendous stunning blow on the side of my head, which caused me to reel several times before I could recover myself to make my escape. Having recovered my feet I

made my way good to the after part of the cabin, roaring and bleeding like a gored bull. The noise soon brought the doctor and some of the officers to my assistance, who took me into the dispensary to examine and dress my head, while some of the officers hastened to the scene of confusion to ascertain the cause of this unwarrantable deed. The master's mate soon returned having ascertained from the men who appeared to be very penitent that it was an accident, so the matter rested. The wound on the side of my head was an inch long and was inflicted with a large quart bowl which broke in five or six pieces. Had the wound been inflicted three inches forward it must inevitably have proved fatal. This frivolous accident, probably so considered by the reader, has taught me a lesson that time cannot obliterate from my mind.

In the evening a light land breeze sprung up which carried us a few miles farther off land, and there again left us to the mercy of the current. At ten o'clock A. M., a number of water spouts were visible around us. At 12, some of them were so near that we became somewhat alarmed for the safety of some of the vessels. At 2, P. M., a spout sprung up in the midst of the vessels and about a quarter of a mile from us. The most of the squadron were not more than half that distance from it. But there were two ships which were so near as to be in imminent danger. Being in this perilous condition and the vessels still continuing to draw nearer, increasing the danger every moment, they saw but one way of escaping, and that was the breaking of the spout by firing cannon balls through, it which was about 150 feet above the level of the sea. Two ships opened a fire into the spout and continued it without relaxation until their efforts were crowned with the desired success. We were thus saved from a watery grave.

Towards evening we were favored with a gentle breeze which once more gave motion to the ship by which she became governable. We continued on our passage, favored with a fine wind, which soon brought us in sight of the Isle of Sicily, a large and beautiful isle situated about thirty or forty miles to the north of Malta. Ear-

ly on the following morning we came within sight of the west end of Malta which is a small island off the end of the main Island of Malta. Having a good breeze we soon approached near the land along which we sailed, admiring its romantic beauty. As we passed the little sound which separates the two isles, the prospect drew the attention of most of the crew on that side of the ship next to the shore. Being anxious to ascertain the cause which led to this attraction I immediately made inquiry, and was informed that they were looking at the very spot where St. Paul was shipwrecked. I had previously been informed that Malta was the island on which this indefatigable, early pioneer of christianity had been shipwrecked, but did not, at that time, anticipate the privilege of viewing the spot where he had actually been wrecked. I viewed the perilous spot; it is situated on the south end of the island, it is a low and black iron-bound shore, which bore no trace of having ever been visited by any human being, it being scarcely suitable for a sea-gull to put its foot upon.

We sailed by this ever memorable spot, and slowly proceeded with a favorable breeze toward the harbor at which we arrived early in the afternoon and came to anchor at the entrance of the middle harbor. On the following day, having previously received orders, we passed up the middle-branch toward the arsenal, where we came to an anchor to discharge our cargo and to take in another for England. During our continuance at this place, which was some months, we were abundantly indulged with permission to visit the city of St. John and the town of Valetta.

Malta is a name familiar to the christian world, as being the name of a barbarious island, on which the great apostle was ship-wrecked while on ship-board, bound to Rome to be tried before Cæsar for the faith once delivered to the saints. Malta was independent until Bonaparte took possession of it while on his passage to invade Egypt. Shortly after it was taken by the English who still hold possession of it. The island may with propriety be denominated a *barren rock*, being of itself incapable of producing a sufficiency for the con-

sumption of its population. The harbor of Malta is scarcely to be surpassed by any in the Mediterranean for its adaptation for shipping, beauty, and its fortifications at its entrance. On the right is a massive rock rising gradually to the elevation of 250 feet above the level of the sea, the summit of which is crowned with the city of St. John, which extends along the harbor about a mile in length. On the declivity of this rock and at a distance from each other are three high and terrific stone walls, surmounted with cannons sufficient to repel almost any enemy. On the opposite side and near Bonaparte's house are other fortifications also situated on high rocks which likewise impose a serious impediment to an enemy, as he has to receive the fire from both fortifications at once. As a ship enters the harbor, she opens on the left hand a long arm from two to three miles in extent, which is the first anchorage. The ship now bears away three points to the right and opens the whole length of the harbor, and on the right the length of the city, while her larboard side opens to the town and fortifications of Valetta which rise 100 feet above the level of the sea. The ship is now completely encircled by fortifications, but yet has not opened the arsenal harbor. She proceeds as far as the centre of the city, then she opens the arsenal harbor, which is fortified on either side and is in the shape of an elbow and from two to three miles long from its mouth to its head, which is in the centre of the lowest part of the town of Valetta, at which is a large market house close to the water side. The town of Valetta includes both sides of the arsenal harbor. This town and the city of St. John are walled in, and a guard is stationed at the gates to prevent all English mariners from passing. On several occasions in company with others I endeavored both in the city and town to pass through the gates to view the country, but we were prevented on every occasion by the sentinel who happened to be a Maltese. One day, being on a ramble on the Valetta side and strayed from the rest of the boys, having a desire to see the country I proceeded toward the gates to endeavor once more to pass through them, if possible, and fortunately for me, just

as I come to it, a drove of asses which came in another direction came up to the gates, and I immediately conceived the idea of mixing in with them and pass through if possible, unobserved by the sentinel. I did so and succeeded in my undertaking beyond my expectation. I then proceeded along the road which led me into the country, and which rose gradually to the general hight of the island which is from one to 200 feet above the level of the sea. I traveled about three miles in a southerly direction and not finding any thing to attract my attention, the general aspect of the country as far as I could see from my elevated position being rocky and barren, I returned into the town by the same rout. The general plan and building of the city of St. John do not exhibit much taste or ingenuity. The streets are irregular and paved in the common way. The houses are chiefly built of stone and in the oriental fashion, scarcely rising two stories high. Having previously heard much said about the beauty and riches of St. John's church and particularly of the silver and gold gates, we became desirous of visiting it, to see those great wonders of the world. Accordingly, we proceeded to the church. On our arrival, by paying a fourpence to the person who was intrusted with the care of the building and the duty of attending to the visitors, the body of the church opened to our view. It is large and capacious and in every respect like a Spanish church. Each side is supported by a row of marble pillars from two to three feet in diameter. The floor is beautifully ornamented with the finest of stone, which is richly painted and manufactured in such a manner as to be as lasting as the stone. On the right is another part of the church one third as large as the main building and represents it in every respect. After being shown the body of the church we were led to the right side of the building near the principal altar to a small cavity in the side of the building which was inclosed with glass and small iron bars. We were requested to look into it, which we did to our surprise and astonishment. Here we beheld a human skull erect in a large silver dish. On its head was a crown of diamonds, each of which to the best of my judgment was half of

an inch long and in the cavity of each eye was one of a larger size. We were informed by the trustee that it was in reality the skull of John the Baptist, which he affirmed had been there for some hundreds of years. This skull is held in great reverence by the Maltese, illustrated by the costly gems and jewels with which they have superstitiously ornamented it, as if they were doing great honor to the departed spirit of the Saint. Our guide then took us to the altar which in every catholic church faces to the door, and there entertained us by exhibiting the silver grates or railing which encircles the altar from one side of the building to the other. The bars which were from five to six inches apart, spread in a circular form from sixty to seventy feet and were about one inch and a half square, and from six to eight feet high. He also showed us the place where the gold railing of the same size had stood before the altar, but which was taken by Bonaparte in connection with a gold gun, and sent to France in a French frigate, which was captured on her passage home by the Seahorse, an English frigate of the same size and taken to England. The gold gate and gun were deposited in the Tower of London, where they have been exhibited ever since as an ever memorable trophy of the war. We were next led to the left of the altar down into a large and spacious vault, which borrowed its light from two or three windows which were level with the street. There we saw the embalmed bodies of the Saints which had departed this life some hundreds of years ago. They were in metal coffins, placed around the wall of the vault on stone butments built for the special purpose. The floor of the vault was handsomely flagged with the best of smooth stone. Beneath this large vault were three smaller vaults into which we descended by removing from each mouth a large stone, on which were written the name of those whose bodies had been deposited beneath.

After having gratified our curiosity we ascended from the vaults and walked out of the church and bid farewell to the trustee whom we visited on a subsequent voyage.

On the following Sabbath we took precisely the same rout, and after having satisfactorily visited the most interesting parts of the city, we proceeded to the Queen's garden, which is celebrated for its beauty and magnificence. Having entered the garden to which there was free admittance, our attention was arrested by a canary nursery on the right of the garden which was built against the wall. It was constructed of thick wire and in the shape of a half moon with a small wall two or three feet high for its base. In it were a number of those beautiful little warblers, which when enjoying the blessing of liberty in their native clime, ravish the ear with their melodious notes. There were suitable little houses appropriated to their use. In the middle was a natural rock out of which issued a small spring of water which fell and splashed on the craggy part of its base. There were also small stumps of trees for the little warblers to rest upon, and in fact there was every requisitive to represent nature within the nursery which was calculated to make the little fellows happy ; but still it was a prison. On the opposite side was another nursery for another kind of bird, equally large and as handsome in every respect. We proceeded through the different walks amusing ourselves by visiting and admiring the beauty of every shady arbor until we had proceeded so far that we became apprehensive of missing our way. We immediately retraced our steps but soon ascertained that we had gone beyond prudence. After endeavoring for some time to find our way out,our fears were at last relieved by the presence of the garden-keeper who led us out for which services we rewarded him with a few pennies.

In this manner we usually spent the Sabbath, regardless of the injunction, which says: "Remember the Sabbath day and keep it holy." But we were young and ignorant, and this was the example set before us in every port we visited, not only by our crew but by every crew, no matter of what nation. But since that period custom has taken a different course and the friends of humanity have great reason to rejoice in the rapid progress which civilization and christianity are making.

While lying at Malta a circumstance occurred the particulars of which I cannot easily pass over as they are somewhat connected with my narrative. One evening just between twilight and dark as we were walking along on the outskirts of the town of Valetta, in a street which had low and mean looking houses on one side and a low stone wall on the other, designed to protect the citizens from the dangers of the precipice, we heard from a distance in plain English the cry of *murder*. At this we took alarm; notwithstanding we stood for a moment to listen,and again we heard the mournful voice. We immediately ran to a public house, a resort for English sailors. On the information we imparted, twenty men immediately proceeded with the greatest possible speed, conducted by us to the spot where we first heard the alarm. As we approached within a few rods of the place a great noise was heard and the cry of murder followed it. In an instant one and all ran with the greatest impetuosity against the gate which was fastened and brought it to the ground. The gate being down we all rushed into the small yard and sung out at the same time: "who is here?" A voice responded, "save me or these villains will kill me." In a moment we rushed to his assistance and found an English sailor at the foot of a pair of back stairs with the back of a chair in his hand, weak and staggering with the loss of blood. Close by him was a female and a boy 15 or 16 years of age, lying lifeless on the ground with their brains knocked out. At the time two men from the upper part of the house, were seen making their escape over the tops of the houses which they could easily do, the houses in this street being very low and the roofs flat. Having learned the cause which led to the horrible deed, we immediately rushed up stairs to secure the murderers, but we were too late; they were gone. On entering the apartment we discovered the effects of the first part of the horrible scene. It was a large room covered with clotted blood from one end to the other. On one side laid the corpse of a Maltese with his brains strewed all over the room. On the other side of the room was a

cradle in which was an infant whose skull had been broken by a violent blow. Having obtained knowledge of all that had transpired, we immediately left the scene of destruction and conveyed the wounded man to the water's side, where he was put into a boat and safely conducted to his vessel, a store-ship.

In the course of two or three weeks, having partly recovered from his wounds, he was brought to trial for the murder of the four persons we found lying in their blood. In his examination, he gave a very full and satisfactory detail of the whole transaction from the commencement to the end. In his defence, he gave conclusive and satisfactory evidence to the court of his having committed the bloody deed in self-defence. The many and dangerous wounds which he received were sufficient testimony, and left no doubts on the mind of the court, as to the designs of the Maltese, to murder him. In his examination, the prisoner made the following solemn declaration: That he, like all English sailors, while in foreign places, was strolling about, and accidentally happened to pass that way; that while in the act of passing by the house, the woman killed, made signs to him to come in. He went through the gate into a little yard which led him to the stairs, on the top of which he saw the woman. She then invited him up stairs. He accepted the invitation, and was led into the room where he was first assaulted and wounded by the Maltese. He farther stated, that he had not been in the room many minutes, when a man who came out of the other part of the house, entered the room and spoke to him in broken English, asking him if he wanted some wine. His answer was, 'yes.' The Maltese replied; 'If you give me money, I fetch.' That accordingly, he gave him a quarter of a dollar, with which he bought two bottles of wine, and brought it to the house; and they all sat down and smoked and drank merrily round, until it was gone. The wine being out, the Maltese said to him; 'Jack, wine gone, you want gin and wine; I fetch, you give me money.' He gave him a half dollar, and one of the Maltese went and procured two more bottles of wine and a half bottle of gin. They

continued drinking until they all became quite merry. By this time it had become nearly dark, and he was about taking leave of his drunken companions, when one of them said ; ' Jack, you no go yet—you got money, you give money pay for wine.' "Oh, no," he replied, "I have given you sufficient money to pay for it twice over !" ' Oh no, Jack, you lie ! you no give money!' He was going toward the door, when one of them gave him a severe blow which knocked him down ; and then they fell upon him, but he, being a stout man, turned one of them under him and throttled him very severely. While thus engaged, the other wounded him severely with a knife. Finding himself wounded, he let go his hold and seized a chair, which he broke in pieces in defending himself against the two, who were now endeavoring to stab him with their knives. He defended himself for some time against their united efforts to kill him. But at last he received another wound, which so exasperated him, that he ran furiously at one of them. Being closely pursued by the other, from the opposite side of the room, he turned quickly on his heel, and with a full swing, struck his pursuer on the head, who immediately fell. The other, seeing his companion down, made his escape through another part of the house. Being thus exasperated, wounded, and all over a gore of blood, he immediately commenced making his way out of the door, which had been previously fastened. In his way, he saw a cradle in which was a little babe ; and being furiously enraged at the time, he, thoughtless of the innocence of his victim, inhumanly deprived it of life. This, indeed, was an act of barbarity, and for which he was highly censured and condemned. This was the only act, as he subsequently declared, which on reflection, filled his conscience with remorse ; and to expiate himself from it, he earnestly declared he would have given the world, had it been in his possession.

Having succeeded in forcing the door and gaining the little yard, he proceeded to the street-gate to make his escape, which was two or three rods from the foot of the stairs, but to his surprise, he found it strongly secured. Finding that he could not succeed in open-

ing the gate and seeing himself closely pursued by the Maltese, he turned and met them near the foot of the stairs, and after a terrible conflict he succeeded in driving them back. After this, they made several attempts to get down, but without effect. Finding it impossible to get down without endangering their lives, they commenced a new mode of warfare, throwing down upon him every thing that could be found to injure him, or to take his life. By these missiles, he was severely wounded. Finding that they could not succeed in this manner of depriving him of his life, they sent the woman round to the back of him to attract his attention and thus to afford them an opportunity to fall upon him and to put an end to his existence. The woman actually succeeeded in getting round upon him and slightly stabbed him in the back. Finding himself attacked in the rear, he turned and with a blow broke her skull. This gave the Maltese an opportunity to rush down upon him, which they did, but were soon beaten back by him. The next thing they contrived to attract his attention was the sending of a boy, 15 years of age, with a long knife behind him to stab him if possible. The boy got behind him, while the Maltese renewed their exertions to gain the bottom of the stairs. This gave the boy a more favorable opportunity, who was urged on by the Maltese who were talking to him all the while. After several attempts, the boy succeeded in wounding him in the back, he being deeply engaged in striving to prevent the men from getting off the stairs. Feeling that he was stabbed, he turned quickly round, and at one blow knocked his brains out, and thus terminated the boy's fate. The Maltese, thus defeated in every effort recommenced throwing the things out of the house upon him. In this they were engaged, when we first heard the noise, and the gate was forced open by those of us who came to his assistance.

The case was brought in *manslaughter*, and the sentence was, *six month's imprisonment.* The surviving Maltese were also tried and imprisoned.

The ship being now ready for sea, she was hauled to the outward roads to be ready to embrace the first fair

wind. Here we laid a week waiting for a fair breeze, during which time we exercised, for improvement, with the great guns and small arms.

At last we were favored with the long expected wind, and after having laid in this port several months, we set sail for the land of our birth. We were several weeks on our passage to Gibraltar, where we stopped to water our ship for England.

We sailed with a convoy of eight transport ships, under our protection and that of a sloop-of-war brig. We proceeded on our passage unmolested by dangers until we arrived on the skirts of the Bay of Biscay, where, one night, we were put in a state of excitement by the appearance of a strange sail in the midst of our convoy.

There had been a rumor currently reported among the navy officers, that there was an American frigate cruising in those latitudes, and this was supposed to be the identical vessel.

As soon as the information was received, it went through the ship like electricity. All hands were immediately on deck making preparations for action, before the word of command had been given by the officers. The captain immediately gave orders to beat to quarters and clear the ship for action, which was done in a very few minutes.

All hands being now to their quarters, all the guns were double-shotted and the lower and top-sail-yards were secured to the mast-heads and the preventive braces were put to the yard-arms. Meanwhile information was given to the commodore by night-signals, who immediately bore down upon us and laid by us all night with all hands to quarters. Signals were made for the convoy to close ; consequently they all closed in and surrounded us and the commodore, seeking protection.

All hands felt a deep solicitude for the dawning of the day, that we might discover our intrepid enemy, if such there was in our convoy. Before the dawn of day our officers were stationed at the mast-head with their spy-glasses to catch the first glance at the intruder and disturber of our peace. The first rays of light from the glittering orb had scarcely darted from the eastern

horizon, when the officer from the mast-head discovered and reported a strange sail, right a-head, two miles distant from us.

In an instant all hands were called to make sail, and in twenty minutes all useful sails were crowded on the ship.

Our commodore had previously advanced a-head of the convoy to cut off the strange sail by the break of day, but in this he found himself unexpectedly deceived, for instead of being a-head of the stranger, he was actually one mile a-stern, but, being a superior sailor, he gained upon her slowly. Both vessels crowded all possible sail for the chase, which lasted upwards of five hours.

Though the breeze had increased considerably since morning, yet it was not sufficiently strong to benefit us on this desirable occasion, as we anticipated that an action would take place, and we felt an anxious solicitude to give the commodore all possible assistance against our common foe.

We could perceive the crew of each ship, as we sailed near each other, crowded on the fore-castle, watching with deep anxiety the motions of the two vessels, which were now closely approaching within the range of action. Neither of the vessels had as yet displayed its national flag.

The vessels were now parallel, and at a short distance from each other, with their guns run out and ready to fire. They now commenced to shorten sail, which was an indication of a prepartion for action. The studding and royal-sails, being in the course, were now hauled up, and the 'pride of England' was hoisted to the peak. Two shot were now fired by the commodore across the stranger's bow, which brought him to the conclusion to hoist his national flag, which he did, to his peak end. We were rejoiced and highly disappointed to see her display a Russian flag instead of an American, as we had anticipated.

All our anxiety now subsided, and the fearful, anticipated action and bloody slaughter was buried in the ocean of peace and serenity.

We continued our passage, which on the whole proved to be a pleasant one, until we arrived at Portsmouth which was our destined port. There we discharged our cargo and immediately proceeded to take in another.

Having taken in our cargo we immediately received orders to proceed to Spithead to make suitable preparations for sea. Accordingly after the usual preparations were made, we embraced the first favorable wind and proceeded to the fortress of Gibraltar.

CHAPTER VII.

Departure from England; arrival off Gibraltar; abuse of men on board of the Admiral's ship; sails over to Algesiras; celebration of the peace of 1814; arrival at Portsmouth.

FIFTH VOYAGE.

As my fifth voyage, which was performed in six months, consisted only in going to Gibraltar and back to Portsmouth, I have deemed it advisable to give a concise history of the principal transactions only, as a minute narration of it would only be a repetition of information already imparted to the reader. We sailed for Gibraltar and after having enjoyed a prosperous passage arrived at that place in two weeks. We proceeded to the Mole-head, where we moored ship within a few rods of the St. Johns, admiral-ship of that port. Here we laid four months, discharging and loading, during which we were indulged with the usual privilege of visiting the shore.

While lying by the side of this noble bulwark of Old England, bearing the flag of Admiral Linsey, who, by the by, was proverbially one of the greatest tyrants in the British navy, we were under the disagreeable necessity of frequently witnessing the most cruel and heart-rending scenes of abuse and inhumanity. This hard-hearted tyrant was so rigid in discipline, that for every trivial cause, he would flog his men with great severity.

Having finished taking in our cargo, the ship was hauled out of the Mole to the outward anchorage to water for England, but in consequence of the plague's breaking out in the city, we were compelled to leave the port and sail for Algesiras, a Spanish port on the opposite side of the bay where we came to anchor and finished our preparations for sea.

Previous to our sailing over to Algesiras, the welcome news of peace with France arrived from England, which

was received with manifestations of joy and rejoicing. The event was celebrated with a magnificent illumination, discharges of ordnance and fire-arms, and a display of blue-lights and rockets.

The ship being now ready and being favored with a good breeze, we took our departure, and steered for the white cliffs of Old England, with the joyful anticipations of meeting our relatives and friends once more on the shores of time.

Our passage proved to be the shortest we had ever made.

After arriving at Portsmouth, the ship was immediately discharged of her cargo and went through the necessary repairs. We then commenced taking in her cargo for the Mediterranean again. The ship being at length loaded and ready for sea, we proceeded to Spithead. While lying at that place we took in 400 foreigners, of different nations, who in consequence of the peace, were liberated from loathsome French prisons. These men had been taken prisoners under the English flag, and now as peace was concluded, they were returned to England, she being under obligation to return them to their homes, which task she honorably accomplished.

CHAPTER VIII.

Departure from England; becomes conversant with three foreign languages; arrival at Lisbon in Portugal; a description of the city of Lisbon; a dangerous place for foreigners; murder committed by the Portuguese boatmen; arrival at Port Mahon; description of the harbor and its entrance; description of the city and Georgetown; visited by the Spanish admiral; information of Bonaparte's departure from Elba; arrival at Malta—plague there; arrival in England.

SIXTH VOYAGE.

All necesssary preparations being made and the ship ready for sea, we once more spread our wings to a favorable breeze, which swiftly conveyed us to our destined haven. During the continuance of this voyage which was 14 months, by a strict application and practice, I became conversant with the Italian and Portuguese languages; and notwitstanding the advantages of a better education which the other boys possessed, and the proficiency which they made in the languages, I excelled them on many occasions, and was chosen in preference to any of them as an interpreter for the officers. At the termination of the voyage, I could speak three languages besides my own. After a few days we arrived at Lisbon and came to anchor opposite the Black Horse Square. There we landed the Portuguese whom we had on board. In Lisbon we laid several weeks, during which I was permitted to visit the shore on the sabbath, and frequently, with the officers, as an interpreter.

Lisbon is a large city, built on a plain extending between two and three miles along a branch of the river Tagus. It contains a population of 2 or 300,000, and is the capital of Portugal.

The principal streets are wide and handsomely paved, particularly Gold and Silver streets, each of which is chiefly occupied by gold and silversmith's shops.

The Queen's palace is situated between the city and Balim castle. It is a large and magnificent building, near which are many beautiful gardens. There is a square near the water side which is called Black Horse Square, which derives its name from a black horse and rider which are erected in the middle of the square. The horse and rider, as I have been informed, represents king Joseph of Portugal on horseback.

Lisbon is a corrupt city, and dangerous for foreigners to walk in after dark. This is in consequence of the non-enforcement of the laws on a set of murderous ruffians, who as soon as it is dark, lurk about the by-places through which the sailor's have to pass to go on board their ships and whenever they see an opportunity to rob and murder a man they do not hesitate to embrace it. Some of our men while returning peaceably to the ship, were attacked and wounded by those villains on several occasions.

About this time there were a number of vessels lying in the river and there were several men missing from the ships. No one could give an account of their disappearance. At last a discovery was made which put every one on their guard. It was ascertained that the Portuguese boatmen, in many instances, took the advantage of the boat-keepers. Whenever they found a single man keeping a boat, two or three of them would unite in knocking him down and throwing him overboard and then rob the boat of all its contents.

Another discovery was made. A stout-hearted sailor, who belonged to one of the transports lying down the river, having spent the day on shore, employed a boatman to take him on board of his ship. The night was dark and it was about 10 o'clock P. M. when he embarked on board of the boat which was rowed by the boatman who appeared to be a lusty fellow. After rowing his boat about three fourths of the way to the ship he let go his oars and said, "Jack, I put rudder on boat, you steer along side your ship." As he said this he walked aft, took the rudder from the bottom of the boat and shipped it, then took from the same place a heavy tiller and struck the sailor on his head which deprived

him of all physical power for a few moments. He then rifled his pockets and threw him overboard, after which he took to his oars and rowed his boat on shore. The poor sailor was not wholly deprived of strength or reason, and being a good swimmer he succeeded in gaining one of the ship's cables by which means his life was preserved. The news of this transaction went through the shipping as on the wings of the wind, and every seaman in the harbor was admonished by it. They could now go on shore and be on their guard against a similar attempt. But the sailor who had been thus maltreated without a provocation was determined to have his revenge; accordingly he went on shore on the following Sabbath prepared for the occasion. Having spent that holy-day as sailors generally do, he walked down to the stairs at the same time of the night as he had previously done. There he saw the identical boatman; he employed him as he had done on the previous Sabbath, to take him on board. The fellow rowed until he came to about the same distance from the shipping as he had been when he committed the previous depredation. He then as he had done before let go his oars, and repeated the same language that he had done before. The sailor seeing plainly what the fellow was about to do, and having a cocked pistol in his left hand and a dagger in his right, he immediately stood up and presented the pistol to the boatman and commanded him to row the boat to the ship or he was a dead man. The terrified boatman immediately obeyed the mandate and rowed the boat along side of the ship. The ship's crew being already waiting for the long expected boat secured it and compelled the man to get on board of the ship and there secured him. He was then examined by the crew who compelled him to confess the number of men he had thus destroyed. The fellow pretended not to understand but they soon enlightened his mind by tying his hands behind him and putting a rope round his neck, rove to the yard-arm. This severe treatment brought the fellow to a sense of his immediate danger; finally, after a long struggle of begging for mercy, he reluctantly confessed he had killed four Englishmen in the man-

ner previously described. They then took the murderous ruffian, gave him a most severe beating and threw him over board; and as the tide was, at the time, rapidly running out to sea, in all probability he was drowned, as there were no tidings heard of him after. The boat was stove and sent adrift and probabably went to sea.

Having laid here several weeks, we now received orders to proceed to the next port of destination, which was Malaga, where we soon arrived and came to anchor and landed all the Spaniards we had on board.

From Malaga we proceeded to Port Mahon where we arrived in safety. WhileI going into Mahon a circumstance occurred which cannot silently pass over. On leaving England my master took it in his head to mess with the second master of the ship and two or three masters' mates. This union created for me an amount of labor and care which did not justly belong to me. Instead of attending on one person I had now to attend with another boy on six. On leaving England our duties were divided by the second master in regular order. One was to cook one day while the other was to perform the duty of setting the table, cleaning the cabin and brushing the officers' shoes, &c. We performed our duties cheerfully and always gave general satisfaction to the officers until this unfortunate day. I had now been on board nearly three years, during which I had received the kindest treatment with one exception, from officers and men. It was early in the morning when the ship made the land and our usual breakfast time was at half past 7 o'clock and it was evident that the ship would enter the mouth of the harbor three quarters of an hour previous to the time of breakfast. This day it was my unlucky turn to do the cooking and I had hung the kettle before the range, not being able to obtain a place on the top. The second master informed me that we should have breakfast before the time this morning and to make haste and get the cocoa boiled. I immediately obeyed the mandate and commenced like the other boys to blow and poke the fire to make it burn, but the fire which was made of English coal, was on that morning unusually dull, as the old Portuguese cook had paid no particular regard

to it. By the time the ship had approached within a mile of the harbor, the second master being desirous of getting his breakfast before the ship entered, he sent for me to know if the cocoa had boiled. I informed him that it had not. He then requested me to bring it as it was. I did so. Having brought it he took off the cover of the pot and began to stir it with a spoon. As he was stirring it I perceived something white floating in the cocoa. He inquired what it was. My reply was that I did not know. He then ordered me on deck and at the same time ordered the master-at-arms to give me a severe flogging which he did and faithfully performed his duty. While he was beating me with the double part of the fore bunt-lines, a rope one and a half inches in circumference, I cried out like a lusty fellow. My noise brought the captain to the quarter deck, who instantly called the master-at-arms and the second master to an account for their conduct, and gave them a severe reprimand, with the injunction never to do the like again without his approbation. My master after this questioned me with regard to the piece of fat which was floating in the cocoa. I gave him to understand that I was totally innocent of the crime alledged to me, that the second master had wrongfully inflicted a barbarous punishment on me, which I did not deserve. He then informed me that I was not to perform any more duties in the officers' cabin, but that I was to continue attending on him. After this he gave me charge of the dispensary, to keep it in order and to deliver such medicines to the sick as he should direct. I was thankful, in one sense, that the circumstance had occurred, as it relieved me of a considerable share of unpleasant labor, but in another sense I have great reason ever to remember it, as I was most shamefully bruised in several parts of my body; the marks were plainly visible 14 months after.

We entered the harbor and proceeded to the arsenal where we came to anchor and fastened the ship to the shore. Here I was chosen as one of the crew for the captain's gig, as his regular crew were engaged in discharging the ship. The care of this boat now constituted the chief of my employment. Being thus em-

ployed on the Sabbath I was deprived of the usual privilege, granted to the crew on that day.

The harbor of Mahon presents an insurmountable barrier to an enemy. It would be impossible for all the united navies of the world to enter, if it was properly fortified. The land which you are compelled to hug, runs out on the left hand as you go in about a mile and rises with a rocky shore between one and two hundred feet above the level of the sea. This place might be made impregnable and impassable by ships as they are under the necessity of passing within 300 yards of the shore all the way. The entrance is not sufficiently large to admit two large ships abreast. After you pass the narrows you open the lower part of the harbor in a few minutes. In the middle of this part of the harbor, which is very beautiful is a large flat island with a hospital on it from which it derives its name. The harbor on the right hand side is in the form of a half circle; the land rises up gradually decorated with its green verdure and beautifully, separating into globular hills. The land on the left hand side of the harbor from the entrance to the town is a perpendicular rock, rising about 200 feet above the level of the sea. There is on the opposite side of the harbor two or three half moon coves which are generally occupied by ships of the line as anchoring grounds. On the same side of the shore the surface is level for miles excepting where the town is situated which is a little hilly. The town is considerably large; the houses are built after the Spanish fashion and present a neat appearance. The streets are hilly and irregularly formed.

Some three or four miles distant is another considerable town, which by the Englsh is called *Georgetown.* Being desirous of visiting it, five of us boys started on an excursion, mounted upon asses, this being the only way of conveyance. With regard to their domestic habits and language they differ considerably from the Spaniards on the main. Their habits are much cleaner and the language bears no resemblance to the Spanish. They also differ in their dress, particularly the females. At that time the Minorcans were very much dissatisfied with the Spanish government, and they felt

desirous that the island might pass into the hands of the English, as they considered such a change would benefit them, as it had done on a former occasion when the English possessed it.

The same afternoon of our arrival the Spanish Admiral conferred honors on us by visiting our ship. He was welcomed on board with a salute of thirteen guns. He was then conducted to the cabin by our captain and by him was handsomely entertained, but not being able to understand each other I was introduced into their presence by the captain's steward, as their interpreter. After some conversation had taken place relative to the cargo, the admiral informed our captain, that the Emperor Bonaparte had made his escape from the island of Elba. This unexpected news very much surprised him, who not apprehending such an occurrence, exclaimed as he arose from his chair, "Can it be possible?" The news instantaneously went through the ship and produced considerable excitement among the crew, who apprehended a recommencement of hostilities. After the termination of the visit, the admiral left the ship in the usual form and according to his order we proceeded to discharge that part of the cargo which was destined for the Spanish fleet.

Having discharged the cargo we proceeded to Malta according to orders and arrived there in safety after having enjoyed a prosperous passage.

After our arrival we made no delay, but immediately commenced discharging the ship; but before we had half performed this task the plague broke out in the city and town, and raged to such a degree, that thousands were swept away as with a torrent to the world of spirits. This alarming and disastrous disorder interrupted our employment, and broke off our connection with the shore. This was a severe trial for sea-faring men; to be confined within the wooden walls of a ship and at no greater distance than 20 rods from the shore, was more than they could well endure.

This destructive malady having subsided at last and the fears of the people allayed, we again commenced discharging the ship. We now had the usual privilege

of revisiting the shore and viewing those interesting scenes in which we had taken great delight on a former occasion. I was highly gratified one day with the pomp of one of those catholic processions which passed within a few rods of the ship. It was conducted in the same order as the one I had previously witnessed while at Carthagena in Spain.

Being at length ready for sea and under orders for home we embraced the first favorable opportunity, and after a passage of seven weeks we arrived at Spithead, where we were obliged, although all hands were in good health, to perform a vexatious quarantine of forty days. After this detention, having smoked and purged the old ship, we weighed anchor and proceeded up the the harbor to the arsenal jetty, where we discharged the ship. The hired men were paid off and the ship was laid up with the remainder of the crew for a short time, to undergo her necessary repairs and then commenced taking in cargo again for Malta.

During the voyage I had been advised by one of my mess-mates to leave the ship if I intended to do any thing to benefit myself, to bind myself as an apprentice for three years to a merchant vessel, in order to become acquainted with a mariner's duty, adding that I was a good sized boy and that when my time expired I should be sufficiently large to go before the mast and command a man's wages. I immediately embraced the idea and from that time frequently indulged myself with the hope of being liberated from a king's ship. Fortunately for us boys, we were paid at the same time that the hired men were. Had we been paid as on a former occasion we should not have been capable of carrying our plan into operation, as we were penniless at the time of our arrival in England.

CHAPTER IX.

Escape from his majesty's ship in company with Ellis; trials at Post Down Hill; Robin Hood's forest; arrives at the Elephant and Castle, London; goes to Greenwich; disappointed in not finding my parents; sufferings and trials at London; becomes acquainted with two boys who had been paid off from a ship of war; after suffering privations, finally succeeds in obtaining a ship and is bound apprentice.

There was a boy on board whose name was Ellis. His parents resided in Greenwich. This boy and I had cultivated an intimate acquaintance. One day as we were walking on shore he disclosed his intention of deserting the ship, and making his way home if possible. I then disclosed my intentions to him of leaving the ship the first opportunity and shipping on board of a transport. He advised me to go home with him to his brother and assured me of a home until we could get a ship to go to sea together. My answer was, that if I could rely on his assurance I would gladly accept of his offer. Finally he promised so well and pressed me so earnestly, that I came to the conclusion to accompany him and abide the consequences. Accordingly we laid our plan in such a manner as would excite no suspicion. The ship was already loaded and was to sail in two or three days on another voyage. This we considered favorable to us, as the time being short, it would give no opportunity of sending after us.

At last the appointed day arrived. It was Sunday. We took the best of our clothes and put them into a bag. I had two common chests full of clothes and three uniform hats out of which I took three suits of blue and a few other things. Our bags being ready we tied them together and secreted them in a dark place, ready to be lowered down into the boat as soon as she arrived under the bow port. It was about five o'clock, P. M., and

the stage was to start for London at 7 o'clock, and we had to get our things on shore with a boat, and no boat was allowed to come along side of the ship. We were now placed in a very precarious situation, having to pass through the dock-yard gates as well as leave the ship, and no sailor from any ship was allowed to pass through excepting with an officer, or by his pass. Fortunately for us, we being boys, had been in the habit of passing the gates, having permission to pass into the town to buy such necessaries as our masters might chance to want. This was favorable, as we could easily make an excuse in case the gate-keepers should make an attempt to stop us. Ellis, who was three or four years older and was better acquainted with those things than I was, went on shore at 5 o'clock to send a boat off for our clothing, with the precaution to drop under the bow unobservedly by the sentry and that he would find some one there who would be ready to drop the bags into the boat. I was to watch for the boat and make a signal for her to drop under the bow, and then after having deposited the clothing in her I was to watch for an opportunity to leave the ship and make the best of my way out of the navy yard into the city, where I should meet the stage at the sign of the Sheerhulk. With deep anxiety I watched for the boat, it was nearly six when she came under the bow and I dropped the bags and she started off unobserved by the sentinel for Common-head which was opposite the Sheerhulk where Ellis was to meet her and take off our clothes.

Now came with me "the tug of war." The officers were walking on the quarter deck and the sentinel on the jetty, I stood by the forechesty watching for an opportunity to escape. The ship was then level with the jetty and I could easily step on shore from her. It was now nearly dark and my heart beat with deep anxiety for fear, that the stage would leave me behind. At last the officers went down to their tea and in a little while the sentinel walked toward the sentry box, when I immediately embraced the favorable opportunity, stepped on shore and before the sentinel could turn round I reached a heap of timber, which was lying on the jetty and

which reached along to a small building some distance from the ship. Having got safely behind the timber I watched the sentinel for a minute or two and then gained the rear of the building where I was hid from his vision. I now run all the way to the gates, which was over three quarters of a mile. But here there was another difficulty to encounter and that was the gate-keepers; fortunately for me, however, they did not as much as speak to me; but if they had, I had a story made up for them. It was this: that my master's lady had been taken suddenly ill and he sent me for some medicines for her. This I thought would pass.

I had just got through the gates when Ellis met me. "Come," said he, "we are waiting for you;" and led me to the coach which was not more than five rods from the gates. It was now dark and we had scarcely got to the coach when a boy by the name of Knights, who had been watching our movements, came butt against us. "Holloa," said the driver, "are you going too?" "Yes," was the reply. "Jump up then," said he and away we drove for London. We had not gone over a mile or two before the guard of the coach who sat with us in the after part of the coach, inquired if we had a liberty ticket. We answered in the negative. This gave him to understand that we were deserters. "Then," said he, "I don't know how you will be able to manage it, to pass the press gangs without detection." Here was a difficulty which we very much feared, though we had calculated on it before we took the dangerous step. We had previously concluded not to deny the name of the ship, and if required to present a liberty ticket we were to answer that we had not any, as our captain had gone to Scotland and the second master from whom we had obtained our liberty thought that there was no necessity for us boys to have one, and particularly as we were volunteers in the service; and only going away to stay for a week. By these answers we expected to succeed in getting clear.

We soon came to Newtown, joining Portsmouth; here we stopped at two or three places for passengers, and after leaving it, we had to pass over a bridge on

which a press-gang was stationed. To avoid this danger the guard advised us to get off and walk over the bridge; and as the evening was dark they would not be likely to hear or see us, and if they did we could tell them that we were ashore on liberty. This course was less liable to suspicion than riding on the stage, which they were sure to examine and all that rode in it.

To this proposition we instantly agreed and accordingly we walked over the the bridge unobserved by any of the gang, but at the time, felt a deep anxiety for our preservation, which led us to walk with great caution so as not to betray ourselves. We walked about half a mile's distance before the stage came up to take us in. It was midnight when we arrived at Post-down-hill and at a little distance from its base was an inn, where another press-gang was stationed. The road is on the left of the hill, as you go toward London. The brow and summit are above you on the right and the road continues to encircle the hill as it descends to the level plain. On the left of the hill was a valley full of trees, and extending into the plain, and across the valley was a wall from ten to twelve feet high. It was deemed advisable by the guard that in order to escape detection we should alight, cross over this wall and then proceed among the trees over hedges and ditches, keeping the main road on our right at the same time, until we should pass the inn at which the stage was to stop to refresh the passengers and change horses. After passing the inn we were to turn into the road where the stage was to take us up. But in case that we should happen to miss our way and not come out to the road so soon as it was expected, he pledged his honor that he would stop the stage and blow his horn as a signal.

Accordingly we alighted when the stage was about half way down the hill, and at no great distance from the wall. We descended by the side of the hill and proceeded among the trees to the wall. We were very much puzzled to find a place to mount it. After separating ourselves along the wall for the purpose of examining it, Knights discovered a sloping projection. He informed us of it, and we hastened to the spot with all possible

speed and commenced climbing the slope, which was about two feet wide. We soon succeeded in gaining the summit. We were then at a loss to know how to get down, as we were totally unacquainted with the depth and the ground on which we had to jump. We conceived the idea of tying all our handkerchiefs together, for the lightest of us to descend, and as I was the smallest and the youngest, I was chosen for that purpose, and accordingly descended to the ground, which was too hard and too far for them to jump. I went a short distance along the wall and found a suitable place for them to descend without injury.

The rattling of the wheels and crackling of the whip echoing through the valley, soon announced to us that the stage had staid at the inn the usual time and was again on its way. At this our hearts beat with fear of being left behind, as we ran from tree to tree and from hedge to ditch. The rattling of the wheels ceased and the echo of the guard's horn was heard. It was a cheering sound to our desponding spirits, as we were on the point of giving up all as lost. We still pressed forward with redoubled diligence through the thorn hedges to reach the object which we had in view, the main road. At last our effort was crowned with success. Rejoicing at our deliverance, we again mounted on the stage coach. We were more than thankful for the kind advice and attention which we had received from our philanthropic guard, who had been the means of our safety and escape from the grasp of the tyrants, who fain would have enslaved us against our will.

We rode on merrily for the remainder of the night. At break of day, we had the pleasure of seeing Robin Hood's forest; and we were informed by the guard that this extensive forest was the one occupied some centuries ago by the intrepid Robin Hood and his gang. This forest is about one mile off from the Portsmouth road, at a distance of about fifteen or twenty miles from London; and as far as I could discover, occupied a pleasant and level position of ground. About six or seven o'clock, we arrived at Elephant's Castle in

Southwark, London, where we alighted, this being the place for the coach to put up.

The guard reminded us of the customary obligations of passengers to him and the coachman, for which he said we ought to make them compensation. Accordingly we rewarded him with 9 shillings for his philanthropy, and the coachman 3 shillings for his fidelity and caution in the management of the horses.

Knights who was going to Chatham, immediately got on the stage, which was then ready to start for that town. We parted and I have never seen him since. Ellis and I indulged ourselves with walking about and viewing the city until the afternoon, and then we took the stage for Greenwich.

We arrived at Ellis' brother's house, which was in East-street, East Greenwich, and there took up our residence for the present. I had not been there long before I ascertained that Mr. Ellis was merely a lodger in the house, and not the landlord, as he had been represented to me previous to my departure from the ship. Mr. Ellis occupied one room and boarded himself. He was kind enough to accommodate us with lodgings, while we boarded ourselves in the best way that we could.

When we arrived at London it was about the time of the fairs, which are yearly held in that vicinity, and among these the celebrated Greeenwich fair was to commence on the following Monday. I was highly gratified to hear of this, as I anticipated the hilarity of the occasion. The day after my arrival in Greenwich, I was accompanied by Ellis to Lewisham to see if I could discover my mother and grand-parents.

My heart thrilled with joyful emotions as I approached the town of my nativity, with the fond hope of once more meeting and beholding my parents, after an absence of six years. But alas! after diligent inquiry all over the neighborhood, we at last ascertained that my grandfather died two years subsequent to my departure. My grandmother and mother returned to Northumberland deeply afflicted, among their friends, despairing of ever seeing me again. Pensive and sadly disappointed,

I returned to my lodgings to mourn my loss; but the buoyancy of youth soon overcame my sadness. After venting my feelings with a flood of tears I again united in the amusements of my associates, and have never since had the means nor opportunity of knowing where they are, or whether dead or alive.

The time previous to the arrival of the fair, we spent in visiting various parts of the town and vicinity, in which excursions we acquired much information, mingled with a degree of exalted gratification. At last the appointed day of the fair arrived. It was hailed by our youthful hearts with congratulations. Early in the morning we visited the scene of bustle to witness the erection of swings and show-stands. Early in the afternoon the multitude commenced assembling, and at 4 P. M. the fair-ground was literally crowded with persons of both sexes and all ages. The park is near,—the gates of which being thrown open on such occasions—it was at this time visited by thousands and thousands of the inhabitants of London.

We spent three days in visiting the various shows, and swinging in the lofty swings, an excercise fraught with danger, but in which we took great delight.

We next visited Bow fair, 7 miles from there, and on the opposite side of the river. The first day we were so much pleased with its various amusements, that, like hundreds of others, we totally neglected to provide lodgings for the night. We left this scene of bustle at 12 o'clock at night, and then we had to ride about three miles before our arrival at the city. At half past 12, we alighted near White Chapel. Not a house was open, nor a light to be seen, except the street-lights and that of the watchman's lantern, and where to go to we did not know. We walked through the streets to obtain a night's lodging, not knowing of whom to inquire, or where we might be accommodated. We walked along with dejected spirits, and quite at a loss to know what to do. At last, accidentally, we came in contact with Orgeat pump, where we refreshed our drooping spirits with a cool draught. While at the pump, a watchman, going his rounds, interrogated us, as other's had

done, and while talking with him, a tall, lusty and rough looking old woman came stepping along and as she was passing by us, the watchman spoke to her and asked if she could make it convenient to lodge us for that night. She replied in the affirmative, and accordingly we were led by her through a number of narrow and crooked lanes into a back street, which was dark and lonesome. When we got to the door we were commanded to take our shoes off; we did so, and followed the old woman up one pair of stairs in the dark without lisping a word. When we reached the top, we stood still until a light was got, then we were led into a large room which was close by the stairs. We looked around us to see where we had landed, and the first thing which attracted our attention was a matress made up on the floor. The room was furnished with two old chairs, one table and a short bench. The room was the picture of poverty. The old lady's appearance was neat, but her countenance depicted many years of sorrow and grief. She informed us, that the bed on the floor was the only lodging that she had to offer us, and to it we were heartily welcome. We declined the offer, feeling no disposition to go to bed. It was a suspicious looking place; and we chose rather to set up the remainder of the night, as it was 2 o'clock, and we felt anxious to get clear of this place by the break of day.

At day-break, after spending a night of fearful anxiety for our preservation under the protection of the old lady, we gladly took our final departure, after paying two shillings for our lodging. We again visited the fair, and frequently the city, but always had the precaution to engage our lodging for the night as soon as we arrived in the city. I spent two weeks in attending these fairs and other amusements, which drew more than half of my little store out of my pocket. I became familiarly acquainted with the town boys, with whom I usually associated, and participated in all their amusements. In this manner I spent several weeks without making the least effort to obtain a situation on ship-board, boy like, and thoughtless of the future. But my money was soon

gone, which led us to look for a ship as soon as possible. Accordingly, we commenced a course of inquiry through the docks, on board of every vessel that lay in our way, but all in vain. A more unfavorable time for seamen had not been known in London. The cause which led to so much suffering and distress among the seamen was the disarmament of the navy and the non-employment of the transports. This threw thousands of seamen out of employment. It was estimated that there was in London at that time over 30,000 seamen. When they were paid off from the ships of war they had money in abundance, but spent it foolishly, and freely as water runs to a level.

The scarcity of employment, led them to adopt a plan altogether unjustifiable, and that was to form themselves into that ever memorable *Blue Ribbon Gang*, which was the means of banishing thousands of foreign seamen out of the land. They marched daily for several weeks through every dock and examined every vessel afloat in the river or in the dock ; and if they found any foreigners on board, they immediately compelled them to leave the ships, and forbid their shipping in any English vessel again. But in this they made one exception, and that was in favor of all foreigners who had served on board of his Brittanic Majesty's ship three years and could show a certificate to that effect.

We continued our daily exertions for several weeks in succession, traveling from six to seven miles per day without receiving the least encouragement. Being now out of funds we were under the necessity of pawning all the best of our clothes, piece by piece to supply the demands of nature.

I had been more frugal with my money than Ellis ; and in all probability I should not have been driven to this necessity, had I not been grossly imposed upon by Ellis' brother, who took the liberty one morning to rob me, before my eyes of a £2 note. I was a small boy, and among strangers, and dared not open my mouth about it. After suffering a great deal from poverty, we at last fell in with a ship in Deptford, in a dry dock, bound to Russia. We shipped on board of her while she was

in the dock, with the design to go the voyage in her, but unjustifiable conduct of Ellis toward me, who threatened to turn me out of his brother's house as he termed it, without any just cause, so affected my feelings, that I resolved, within myself, not to sail in the ship with him.

I was on board four weeks previous to her departure. The day before her sailing down the river we were paid our advance money,—but it was no advance to us boys, having already labored on board for one month. I received one pound, which was the wages that I was to have per month. The ship being in the river, it was necessary for us to go on shore to bring our things on board, as she was to sail with the ebb-tide the following morning. Accordingly I went on shore with the other boys, leaving the mate to expect my return early in the morning; but he saw me no more. That pledge I have not had the pleasure of fulfilling, nor have I ever seen Ellis since.

After this I associated with one Davis, a boy who resided in the same street, and who desired to go to sea. We traveled for several weeks in succession from twelve to fourteen miles per day, endeavoring to obtain a vessel together, but to no effect. The pound which I had received for my labor, notwithstanding my economy in having allowanced myself with three penny-loaves per day and a little butter, had slowly ebbed away and left me pennyless and poorly clad. The lady of the house became acquainted with my distress, and frequently administered to my necessities, by giving me my breakfast before I started, and sometimes, a morsel of supper when I returned for which I was very grateful.

One day, while going our rounds in the London docks, I fell in with the gunner's mate, belonging to the naval ship that I had deserted. He had been paid off from the service. He inquired about my circumstances, and I gave him satisfactory information in that respect. He then took us to a public house which was near, and provided a bed for us for the night and as much bread and cheese as we could eat, with a quart of strong beer.

Previous to his leaving us he requested me to call at

his house, which he had before shown to me, at 8 o'clock in the morning. I did so, and he took us to a public house and provided a sumptuous breakfast for us. After breakfast he took us with him on board of several vessels, and endeavored to the utmost in his power, to assist us to a ship, but without effect. On the following day, we renewed our exertions; he took us to the exchange, where he met with several ship-masters, of whom he inquired if they wanted a couple of smart boys, as apprentices. At last, he fell in with a captain of a little brig going a cod-fishing on the banks of Newfoundland, who wanted an apprentice. I agreed with him on the spot, and on the following day went on board, accompanied by Davis. I staid on board of her four or five days and then left, having previously shipped on board of the Alfred, bound to the West Indies.

Davis and I worked on board of the Alfred by the week, until the ship should get ready for the voyage. We staid on board 6 or 7 weeks and then we were discharged, the ship's intended voyage being delayed for some weeks. When I was paid off from this ship I received 9 shillings. Out of this sum I paid the lady of the house 5 shillings as a compensation for administering to my necessities, with which she seemed to be well pleased. With the remainder, I redeemed some of my clothing, and supplied the necessary demands of nature until I obtained a situation in another ship.

About this time I became acquainted with two boys who had been paid from the Elizabeth 74. I had some slight recollection of having seen them while lying at the rock of Gibraltar. They, like myself were orphans, and one of them had been denied even the knowledge of his parents. We mutually participated in each other's company in our boyish amusements, and in endeavoring to obtain a ship to sail together, which we finally accomplished after two weeks exertions. The ship's name was the Norfolk, of London, and belonged to Ebenezer Thompson, Esq. of Rotherithe, Southwark. She was a French built ship-of-war, a very fast sailer of 650 tons, and pierced for 42 guns. The report was that she was going on the coast of Africa for gold dust and ivory.

We were bound apprentices for three years, for which time and services we were to be compensated with £33, a sum which experience taught us, was inadequate to supply us with the necessary clothing for the time specified. We both were highly gratified that we had been so fortunate as to obtain a situation on board so large and beautiful a ship, with whose intended voyage we were enraptured. Our youthful minds were highly delighted and exalted with the false visions of wealth and prosperity, in the continuation of these voyages. But our young and credulous minds were soon brought by actual experience to discover our delusion.

CHAPTER X.

Departure for the island of Georgia; arrival at the Isle of May; disappointed in the voyage of the ship; comes to an anchor in Royal Sound Bay; attacking the sea Elephants; description of the island; a man lost in the icebergs; tremendous falling of icebergs; floating icebergs; the Elephant season; the proceedings of the Elephant while on shore; the Seal season; manner of obtaining our cargo; our sufferings; the boat blown into the air; starving condition of the boat's crew; arrival at the ship; proceeds to the east end of the island; winter's retreat to the ship; the snow falls; Sealing during winter; sufferings of the boat's crew; sleeping in a cavern; sleeping on the ice; Spring prosperity; loss of the small shallop; succeeds in obtaining a cargo; departure for England; suffering of the author; encounters a gale and the ship springs a leak, 400 strokes per hour; arrives at Rio Janeiro; stops the leak and proceeds home; description of the city and harbor of Rio Janeiro; makes lands-end; arrives at London.

SEVENTH VOYAGE.

The ship was fitted out in the best possible manner; she had eight boats and two shallops, one of 24 tons which was half built, the other 36 was carried out in frame. Her crew consisted of 52 persons, 36 stout, able bodied and well experienced seamen, including the officers, and 16 apprentices, the most of them brought up at sea from early life.

The ship being now ready for sea and having her pilot on board, with a fair wind and tide, she steadily glided by the banks of the serpentine Thames.

We came to anchor at Gravesend, where the crew was paid their advance and on the following day with a merry song and cheerful hearts we spread every sail to the favorable breeze, which soon wafted our gallant ship into the blue waters, beyond lands-end. We proceeded on our voyage until we arrived at the Isle of

May, where we came to anchor to take in salt to use on seal skins which were to be part of our cargo.

Until now, I, and many of the boys had been in total ignorance with regard to the ship's port of destination or the nature of her voyage. Some of us had still cherished the idea that the ship was bound to the coast of Africa, and this was strengthened by listening to the frequent conversation which the men held about killing huge elephants with lances and shooting them. But the ship having put into port for salt, led us to inquire the particular use that we had for such a quantity of this article as we had taken in. We now ascertained that the ship was going to South Georgia, for sea elephants and seals. This was an island that was known by only two persons on board; the captain and a foremast hand. It is situated in the 55th degree of south latitude and 36 west longitude. The Isle of May is one of the Cape de Verd Islands, which belongs to the Portuguese. It is a poor island, destitute of a good harbor and its produce is chiefly salt.

Having accomplished our purpose in this port we again weighed anchor and stretched our course toward the South Pole. We passed the island of St. Jago on the right, and the next evening the island of *Fuego*, the English of which is *fire*. It derives its name from a lofty volcano, from whose summit issues double volumes of curling, scarlet flames, which attracts the attention of the passing mariner.

On the following morning we made the Isle of *Brava*, which signifies *fig island*. Here we took in some live stock and then steered our course again for the South.

We continued on our voyage without interruption or discovering any thing except a strange sail, which appeared now and then at a great distance off.

Having reached the 45th degree of south latitude, our captain deemed it advisable for the safety of the ship, to have four constantly looking out for icebergs, as there are a great many floating about to the eastward of Cape Horn. The look-outs were stationed,2 on the forecastle and 2 on the foreyard. But fortunately we did not come any where near them, though we past a great ma-

ny at a distance, towering up from 1 to 200 feet above the level of the sea.

We had now got so near the island that we were in anxious and daily expectations of making this wonderful land of ice, rocks and snow. At last we made the Bird Islands, three in number and which are situated at the west end of the large island.

It was in December that we made land, and it being the first month of summer, the lower lands were nearly clear of snow and exhibited at various places a degree of verdure, which was pleasing and agreeable to the mind, while the upper part from the peaks of the mountains, half way to the sea-shore were covered with ice and snow, indicating the severity of the winter season. We sailed along the land until we arrived off the Royal Sound Bay, which was the place of our destination for the season. Off this bay we were under the indispensable necessity of bringing the ship too for the night, in consequence of the unfavorableness of the wind and the darkness of the night which prevented us from getting our ship into a safe anchorage. Early on the following morning, the wind being more favorable, we steered our course into the bay and at last came to anchor in safety, in the basin, a place in which the ship laid perfectly landlocked and sheltered from the roughness of the sea and the severity of the winds.

We immediately proceeded to secure the ship for the summer and winter seasons; this we soon accomplished by mooring her with two anchors ahead and two astern, and striking down all her masts and yards except the lower masts. Having accomplished this we next proceeded to haul up the shallop on shore, which was partly built to finish her; and to put the other on the stocks as soon as possible. My curiosity, was more than gratified on the morning of our first landing on Shallop point. This was the name of a low point of land within the basin, generally used by ships to set up their shallops and to store all their spare boats casks and shooks.

We proceeded toward the shore in two boats fully manned, commanded by our chief mate and boatswain, the only two acquainted with the mode of attacking and

killing those amphibious animals. After landing, by the command of our mate we advanced with our lances and clubs to the appointed place of slaughter. I walked rather in the rear of the men imagining to myself what shape these creatures could be in, for as yet, I had not been favored with an opportunity of seeing one of them. I was soon relieved from my anxiety by an immediate attack on the elephants, which to my astonishment and disappointment we found lying down asleep between the bogs. I took my position on one of the bogs to have a good view of them and to keep out of danger, not knowing how they would act on being attacked by the boat's crew who were led on by the mate and boatswain. As soon as the attack was made on them in different positions, they all, being about sixty in number, commenced snorting and some of them roaring, at the same time the most of them were endeavoring to make their escape into the water. Poor innocent animals! I could not but pity them, seeing the large tears rolling down from their eyes; they were slaughtered without mercy.

While the carpenters were building the shallops, six boats were manned and sent far and near after all the elephants that could possibly be found. In this manner 50 tons of oil were got on board of the ship during the time that the shallops were building, which was four weeks.

The island of South Georgia is about 120 miles in length while its extreme breadth does not exceed 12 miles. It exhibits a ridge of high and terrific mountains which extend from one end of the island to the other and which gradually descends and breaks off in a thousand different forms toward the sea. In the winter and spring it resembles an immense iceberg from its summit to its base. Its appearance is sufficient to cause a stout-hearted man to shiver with cold anticipations. The island presents a bold, terrific and iron bound shore with many dangerous reefs and sunken rocks projecting into the sea. It abounds with large bays, which are 22 in number; 14 on the north side, which are remarkable for their safe harbors. The south side has eight bays which possess very unsafe and dangerous harbors for vessels to ride in. Out of 22 bays

there are fifteen which contain icebergs of the bluest kind at their heads. The average sizes of which can be no less than a mile in breadth and four miles in length in proportion as the creeks, in which they are formed extend in-land between the mountains. The depth must be from 100 to 1000 feet, as some of them rise level with the summit of the mountains. They are dangerous to cross over in consequence of the many cracks which they contain, covered with snow, which prevents the traveler from discovering his danger until suddenly the snow gives away beneath his feet and he is precipitated into a terrible abyss. Our captain, who was an old voyager to this island, used to warn us very frequently of the danger in walking over these icebergs, as he had been so unfortunate as to lose a man on a former voyage. The old gentleman related the manner of his loss and the means employed for his recovery in the following manner: It was in the Spring of the year and they were in great expectations of a ship from England in which they anticipated letters from home, but how to obtain them they did not know unless they undertook a journey across the island where the ship was to come to anchor to collect her cargo. A party of the crew undertook the journey and in the act of crossing one of these icebergs one of the party fell through the snow into one of these dangerous cracks. Some of the party returned immediately to the ship to give information. On receiving the melancholy information the captain immediately repaired to the spot with a tow line to let down into the crevice for the unfortunate sailor to take hold of, if he still existed; but finding that one tow line was too short to reach the bottom, an additional one was procured with as little success. He was reluctantly abandoned to his melancholy fate.

The icebergs which crown the head of these bays, are also dangerous in consequence of their constant falling, which is caused by the presence of ice from above toward the water and that part, against which the sea is continually beating, being undermined, causes the tremendous crushes which frequently occur, and sound in the ear like the loudest thunder. I have frequently wit-

nessed the falling of these icebergs, and on one occasion I saw one fall which I judged to be 200 feet above the level of the sea. It made a tremendous roar and rose the sea on the shore at a distance of three miles over thirty feet for a few minutes. The coast is constantly visited by a number of these islands of ice which are driven in these seas by the prevalent south-west winds. They are of such an immense size that they frequently ground on the coast and remain in one position for weeks at a time. I saw one which was a-ground at the mouth of Royal Bay for several weeks, which was 600 feet long and 150 wide. Its shape was square at the ends and the sides perpendicular. Its height above the water was about 50 feet on one side and 40 on the other. Its top was smooth and sloping, covered with four or five feet of snow. On the highest side was an opening which was sufficiently large to admit a ship. We rowed into it and found it like a spacious dock. I have also seen another large iceberg which was a-ground about two miles opposite Cape Charlotte. This was a cape in the shape of a sugar loaf, whose proud head overlooked the turbulent sea 500 feet above its level, and it was admitted by our officers, who were considered competent judges, that the iceberg was full as high above the water as the cape. Then according to the general rule the iceberg must have been 1500 feet from its summit to its bottom, that is 1000 feet beneath the water and 500 above. This will probably appear incredible to some of my readers who have not had an opportunity of examining such things.

It is of great importance that a ship, going on a sea-elephant voyage to any of these islands, should be there in what is called "the pupping-cow season," which commences in October. The elephants which get on shore during this season are the pupping-cows and bulls. They come up on sandy beaches which are made suitable to their condition at this time of the year. Immediately after their landing on shore, by peculiar instinct they form themselves into pods along the beaches. This arrangement is made by the bulls, which keep a constant look out for those which come out of the water,

and immediately drive them to their respective pods and keep a constant watch to keep them in this place. Sometimes he takes his position in the middle of his pod from which he keeps rising now and then to watch, at others on the outside, and when this is the case they generally go round the pod once in about two hours. The largest of the bulls, which are from 20 to 22 feet in length and from four to five in height, will fight for hours most furiously for the mastership of the pods.

The next is the "brown-cow season." These are large barren cows and come up any-where, wherever they can find a chance.

The next is the "young bull season," so called. These come up and lay among the bogs to shed their skins, and after two months on shore, they go off with scarcely any fat on them.

The next is the "March bull season." These are the largest of the bulls, which have escaped from the hunters in October. They generally come up on sandy beaches to shed their skins. These bulls are very large and fat and three of them generally make two tuns of oil, but I have assisted in taken several which have made a tun of oil each.

The season for seal commences in December and lasts through the three winter month's. The seal generally come up on high, flat rocks where there is a great deal of surf, which makes it very dangerous to land with the boats, in consequence of the great rise and fall of the sea upon the rocks at every sweep of the waves.

As to the manner of making up the voyage I remark in the first place, it is essential to choose a good ship-harbor in a central part of the island, to divide the distance fairly for the shallops and boats from each end of the island to the ship. In the second place the ship should be provided with two good shallops to take the blubber on board of the ship. These shallops are sent, one to the east and the other to the west of the ship. There are two or three boats to attend each shallop to kill the elephants and to take blubber on board of them. The boat's crews are so situated at times, as to endure the severest of hardships, cold, starvation and hunger. The boats

have to pass through breakers, over sunken rocks and bars.and to land on dangerous open, sandy beaches,among ice and tremendous surfs, which often upsets the boats, notwithstanding the care and caution of the crews. They leave the ship and seldom return under three or four months, during which the boat is the house and home of the crew. They always sleep under the boat, which is turned bottom-up on a sandy or strong beach or rocks, which is frequently the case ; but in the winter and spring, the ground being deeply covered with snow, the boat's crew are under the necessity of sleeping on it.

When we first arrived in the island, I was chosen to row the after-oar in the second mate's boat, which was stationed to the eastward of the ship. We left the ship some days before the shallop was ready, with the intention to prepare a cargo for her, and in company with another boat arrived that day at Snow-squall Bay, about 50 miles from the ship and a good place for young bulls. This bay has three long sandy beaches and one iceberg. Here we turned our boat over on the sand, close against a bluff, which sheltered us from the boisterous winds and occasional rains.

Having killed all the elephants in this bay, the blubber of which was sent on board of the ship by the shallop, we proceeded to the next bay, which was Disappointment, to slaughter the innocent animals there. Having arrived at the bay, we turned our boat up in the middle part of a sandy beach, which was open to a great valley, through which the wind, when it did blow in that direction, was very violent. This we learned to our sorrow when it was too late. After our boat was turned over, we partook of a good hearty supper, which I had provided out of fried elephant's hearts and tongues, and coffee. It then being late in the evening, we retired to our sandy bed to repose, as we anticipated, without molestation for the night. But we were not long permitted to enjoy our sweet repose, before we were aroused by the whistling of the wind, which came down the valley in gusts, shaking our boat from end to end and threatening us with her immediate overturn. The severity of the wind continuing to increase, we were under the ne-

cessity of setting up under the boat to hold her down, every time these severe gusts came down upon us. Towards midnight the gusts became so severe in spite of all our efforts to keep her down, that she was blown from us about fifty feet into the air. She came down on the sand a hundred feet from where she was, and then rolled over with the force of the wind a hundred feet more, before she reached the water. We came up with the boat and took her up with great difficulty and conveyed her to one corner of the beach, which was sheltered in some degree from the violence of the wind, and there hauled her up. In her fall, she stove about ten feet of her upper streak, in consequence of which she became useless to us until repaired.

We were now under the necessity of walking the beach the remainder of the night to keep us from freezing. The shallop arrived in a few days and took in her load, and our boat and crew, for the ship, to which we arrived in twenty-four hours.

After our boat had been repaired, we were sent with the large shallop to the westward of the ship to search every creek and corner for elephants and seals. In the afternoon we arrived at the west branch of Royal Bay, where after searching for elephants, we discovered a large and dry cavern, sufficiently large to accommodate forty men. There we took up our lodgings for the night, and left it the next morning highly gratified with our discovery, anticipating its future benefit to our ship's crew. After searching this branch, which had two large icebergs, we proceeded to Cumberland Bay, which also is a large and beautiful bay, in each three branches, each of which is a safe harbor for shipping. The next we came to was Fresh Water Bay. Here we discovered another cavern, large enough for two boat's crews. In it we took up our lodgings for several days, finding enough elephants to fill the shallop twice. From this we proceeded to Iceberg and Big Bay, each of which contain large, tremendous icebergs. We then passed over to Crew's Harbor and Hog Bay.

In searching over these harbors we found elephants sufficient to load our shallop two or three times with blub-

ber. We next proceeded to the Bay of Islands, which is a large bay containing four large and beautiful islands, resorted to by numerous albatrosses which build their nests there.

From this we proceeded to Sparrow's Bay, where we filled up our shallop and sent her to the ship. We then returned to the Bay of Islands, where we expected to collect a part of a shallop-load. The other boat went on board of the ship with the shallop for a supply of provisions for both the boats, as the shallop had to go to the eastward of the ship, and probably would not have returned to us in three weeks. We were left with provisions for a week only, expecting the boat to return within that time with a full supply. But the north and westerly winds, which generally prevail at that time of the year, setting in for a whole fortnight, prevented the return of the boat as soon as it was expected, in consequence of which, in the course of a week we found ourselves in a suffering condition. We had collected 14 tuns of blubber in less than a week and we dared not leave it for fear that the sea-birds would devour it during our absence, as it was rather inconvenient and difficult to bury it, a mode sometimes adopted to save it from the birds.

Twelve days had now elapsed since the departure of the boat and yet there was no prospect of her return, as the winds still continued unfavorable, which occasioned us a depression of spirits.

Since the consumption of the last of our provisions, which was now six days, we had been subsisting solely on boiled elephant's tongues and hearts, which are carrion, and when they are used for food, alone, are injurious to the constitution of man. As we continued to subsist on this unwholesome food, our health and strength daily declined, and we came to the conclusion to leave the blubber to its fate and endeavor to reach the ship as soon as possible. We were encouraged to come to this determination by a strong wind which was then blowing in our favor and which we anticipated would take us safely to the ship by sunset, it being sunrise when we started for the ship. But in a few hours we experienc-

ed a reverse wind, and shortly after a calm, which continued the best part of the day, and the whole of the night, in consequence of which we were under the necessity of rowing 22 hours without cessation, excepting for a few minutes. We met with a strange boat's crew, from whom we obtained a small slice of raw pork and a biscuit for each man, which we devoured with great avidity.

After enduring faintness, hunger and great fatigue, we arrived on board of the ship on the following morning. The captain permitted us to rest that day. When, taking a sufficient quantity of provisions we were despatched again to our station, to continue the prosecution of our labor. After having departed from the ship we caught a slight easterly wind, which wafted us with all possible speed to the place that we had previously left at which we arrived in the evening and were highly gratified at meeting our absent boat's crew there. We continued in this place until the arrival of the shallop to take the cargo,which we had provided for her, and then commenced retracing the grounds towards the ship. We returned to the ship after having gone over 100 miles twice, during which time we had sent 100 tuns of blubber on board of the ship.

Our two boats and shallop were now sent to the eastward of the ship to assist the other boats and shallop in accomplishing the work on that part of the island, which abounded with elephants. We left the ship and proceeded to Cooper's harbor, which is the most easterly harbor on the island. Here we carried on the slaughter along the coast, during which time we sent several shallop loads of blubber on board of the ship.

Having worked over the east grounds we proceeded to the ship to lay the shallops up before the ship should be frozen in, as it was now the commencement of winter.

In consequence of the scarcity of the elephants and the severity of the winter, which had now commenced with its usual rigor, we were confined on board of the ship the forepart of the winter, during which we were chiefly employed in cutting the ice out of the basin to prevent its injuring the ship, and in clearing the decks

after heavy snow falls, which frequently occurred.—The snow falls having become less frequent and the weather more mild towards the latter part of winter, our captain sent two boats a sealing. They were sent from the ship with a sufficient quantity of provision to last them three weeks, the time designated by the captain for their absence from the ship. The boats selected for this short expedition were the boatswain's and the second mate's.

We proceeded to the eastward examining every creek and corner, and killing every seal that we met in our way until night overtook us at the entrance of Charlotte's Bay, which in a direct course was twenty miles from the ship. What was now to be done to obtain shelter from the inclemency of the night's severe, chilling frost? We knew the bay to be a rocky, iron-bound shore, excepting a small beach about 100 yards wide some distance from us, but which at this time of the year was inaccessible in consequence of the great hight of snow by the water's edge which was from 10 to 15 feet. We rowed along the west coast of the bay with our anxious eyes fixed upon the black irregular rocks as we passed them, to see if we could possibly discover a place to haul our boat in for the night. At last we came to a small strong beach which was about 40 feet square, and was overhung by a huge rock, which in some measure defended it from the snow, but the traces of the seaweed left no doubt in my mind that the principal agent in performing this labor was the dashing of the waves, as it was opened to the north and easterly winds. We hauled up our boats over the rocks and stones with great difficulty and turned one over to shelter us from the weather. Several seals which we had in the boats were then skinned and piled before the boat and set fire to, to keep us from freezing during the night. This was done by the men while the other boy and I were engaged in melting ice to procure some water to make coffee for our suppers. After supper we retired under the boat to rest our wearied bodies on the huge, round stones from the fatigue and labors of the preceding day. Some of us laid down on the stones while others sat down and

reclined against the thwart. At midnight I awoke from my slumber shivering with cold, and by the orders of the boatswain, immediately proceeded to boil some coffee and fry some seal's liver for our breakfast, of which we voraciously partook. Having finished our breakfast we were under the necessity of walking the little beach until break of day to keep ourselves warm and comfortable. At break of day we launched our boats and recommenced our search for seals along the coast. We proceeded until after the sun had descended beneath the western horizon, at which time we came to a small neck of very low land, at the end of which was a small rocky island. On this little neck we hauled up our boats over the rocks, as it was now dark, and this was the only place within our view where we could find shelter. Our boats were turned over and a blubber fire kindled to make our coffee. After having partook of a good cup of coffee, we crept under the boats to pass a miserable night, at the close of a hard day's labor. As I was small and short, which on this occasion proved to be of some advantage, I laid on the inner part of the thwart where I had some flying naps during the forepart of the night. At midnight we were greatly alarmed by the crackling of the ice beneath the boats. Shortly after it was made apparent to us that the crackling of the ice was caused by an unusually high tide which was then flowing and breaking the ice beneath us to an alarming extent. We were placed in a dangerous situation, not knowing what was beneath us, whether water and ice alone, or rocks, ice and water. But in the midst of our conjectures, our anxieties were relieved by the welcome dawning of the day, which plainly exhibited to us our unsafe and unfavorable condition. Without hesitation we immediately turned our boats over and proceeded to launch them into the sea as the only safe refuge. It was some time before we could accomplish this task, as the tide by this time had broken up all the ice beneath us, and it was with difficulty that we could obtain a foot-hold on the peaked rocks, which were far apart and between which was ten or twelve feet of water, which made it dangerous and difficult for us to convey our boats over them with

safety. At last we succeeded in getting our boats safely into the water. Having succeeded in this we rowed off at a little distance from the shore and laid on our oars, while we breakfasted by taking some raw pork and biscuit and a glass of spirit, which was then thought to be essential to renovate our spirits. We recommenced our search along the frightful and dangerous iron-bound shore and proceeded until late in the evening, at which time we arrived at the east branch of Tamering bay. When there we rowed to a strong beach, near which was a half-moon cavern dry and free from snow. Here we took up our lodgings for the night. After supper, while on the point of retiring to our beds, which were composed of the huge round stones, the boatswain made some remarks respecting our present condition when contrasted with the most affluent in England, and jocosely took a white pigeon which we had taken, and plucking some of its feathers gave two to each individual, advising us to put them under us and sleep on them, that on some future day we might say we had slept on feathers while engaged in sealing on the coast of Georgia.

We continued our daily search, at times sleeping on rocks, snow, ice or in caverns, until we obtained a boat load of skins and then we proceeded to the ship to discharge.

Winter having at length passed away with its multiplicity of toils and innumerable dangers, and Spring having made its welcome appearance; joyous and rejoicing, we commenced the season with cheerful hearts and indefatigable diligence, which finally crowned our efforts with abundant success, notwithstanding the cloud of misfortune which impeded our progress and cast a gloom over our prosperity towards the latter part of the season. This was occasioned by the loss of our small shallop, which to us, was an irreparable loss; and had the accident taken place in the middle or commencement of the voyage it undoubtedly would have been the means of a failure in our enterprize.

We at last succeeded in filling the ship and sailed for England in the latter part of December 1817, with 3500 barrels elephant oil and 5000 seal skins. On leav-

ing the island I suffered much with the severity of the cold, which affected my feet to a great degree. I had neither shoes nor stockings, having previously worn them out, and it was impossible to obtain any from the slop-chest, as it was empty, or from any of the crew. But fortunately for me, we were blessed with a favorable wind by which we were soon brought into milder weather, which relieved me.

After we had been out about a week, our ship sprung a leak in a severe gale of wind, which lasted three days. The gale having abated, we bore away, crowding all possible sail on the ship, as it was expedient for us to go into port to stop the leak, as she was leaking at the rate of 400 strokes per hour. It was ascertained that the leak was under the counter near the stern post, which the officers thought could be easily stopped by heeling the ship on our arrival into port. We had great reason to be grateful to that kind and benevolent providence who watched over us with incessant care, particularly in this dangerous position, by favoring us with a strong and favorable wind, which in three weeks from the day of our departure from the island, brought us to a safe anchorage in Rio Janeiro. Having come to an anchor on the following day we commenced trimming the ship to stop the leak, which was accomplished in two or three days.

Having stopped the leak in the ship, refreshed the crew and renewed our supply of water, we again started for old England.

Rio Janeiro is a city of note and the capital of the empire of Brazil. It is situated on level ground, bordering the water on the left hand side of the bay. The city at that time did not exhibit any degree of splendor. The principal building in it was the king's palace, which is near the water. It is a large building and before it is a large square which extends to the water side, where is a large fountain and the principal landing place which is denominated Palace Stairs. The houses and streets are built in the same style as those in Portugal and to all appearance the city represents a Portuguese town. Its population was at that time chiefly made up of whites

and blacks,the latter were held as bondmen by the whites, who used them with great severity.

We proceeded on our passage towards England, which proved prosperous beyond our expectations. It was at length evident that we were on the eve of making land ; and having been in anxious expectation of it for some time our ears were saluted one morning by a loud shout from the man at the mast head, of "land ho ! on our larboard bow." Every one now hastened to the forecastle anxous to catch a glance of the land of our birth, after an absence of 18 months from the society and enjoyment of relatives and friends. No one, excepting those who have experienced such feelings, are capable of judging of the degree of ecstacy enjoyed by the sailor, when he returns home.

It was soon ascertained by our officers that the land which we had made was the Lizard-point Having thus made sure our land-fall, we immediately crowded all possible sail on the ship and steered for the Downs, where we came to an anchor on the following day.

At the Downs we took in our river pilot, and on the following morning, the wind and tide being favorable, we proceeded towards London, where we arrived in the course of two or three days, to the joy of all concerned.

The ship was soon discharged and her cargo sold at the rate of £50 a tun for oil and the skins at £2 each. The crew, with the exception of the apprentices, made a profitable voyage.

During our stay at home the apprentices were boarded and lodged in the ship, which was to five of us orphan boys, our only home.

While at home the ship went through the necessary repairs for another voyage to the same island, on which she sailed in the latter part of June 1818.

Notwithstanding my knowledge and experience of the sufferings which I should necessarily have to endure in the course of another similar voyage, I was compelled, being an apprentice through necessity, and with a full view of all my future toils and miseries, to remain in the ship and go a second voyage to that desolate island, unfit for human beings to inhabit.

CHAPTER XI.

Departure from London; near being wrecked; arrival at Georgia; shallops and boats leave the ship in search of elephants; severe trial in rowing into the bay; discovery of a large cavern; the boats crews sleep in the cavern; gale of wind; loss of one boat; the boat's crew walk to the ship; arrival of the boat's crew; landing at Devils-bight; gale of wind; sufferings while there; return to Snow-Squall Bay; arrival of the boats at Cooper's harbor; the author is invited on board the shallop by his friend Johnson; gale of wind blowing into the harbor; the sloop parts her cable and is wrecked on the rocks; loss of life and miraculous escape of the author; arrival of the schooner and boats at the ship; a voyage of discovery to the Sandwich Islands; disappointment of the voyage; description of the volcano; arrival at the ship; the boats are dispatched to the westward; a shallop is bought; arrival of the shallop to the boats; employment of the boats; loss of the shallop on a rock; escape of the author and sufferings of the crew; arrival of the crew to the ship; gale of wind; the schooner drifts out to sea; the author sent to her assistance; his sufferings during the gale; attempt to raise the shallop; winter sealing round the island; the author falls into the sea from an iceberg and from the top of a rock; sleeping on the snow, ice and rocks during the winter; state of starvation is compelled to subsist on Penguin's hearts and livers; in consequence of these sufferings our skin came off in large flakes; departure of the ship for England; touches at the Isle Fermanda norona; arrival at London; poverty of the author.

EIGHTH VOYAGE.

The ship sailed from London on her intended voyage, accompanied by the schooner Ann, a vessel of 150 tons, bought by the owners of the ship for the purpose of sailing as a shallop to attend the ship, she being a larger and more suitable vessel than the small shallop to brave the violent storms and heavy seas on the coast of that terrific cold and mountainous land. On our passage out,

we touched at the Island of Brava for live stock and then proceeded toward our intended port.

In making our passage in consequence of the south-east and trade winds, we drifted on the coast of Brazil and came near being lost. No person on board knew the true position of the ship,if we may judge from the exterior appearance of things. If the navigators had known, they most undoubtedly would have had confidential look-out men at the mast-head to give the alarm of danger when danger should appear. But this was not the case. The night being very dark, fires, which had been made by some of the slaves on the plantation, was distinctly observed by some one on deck, and the alarm was instantly given and the ship was immediately put about for her safety. In the morning we found ourselves close in shore under the lee of Cape St. Augustine, and the navigators could not account for their miscalculation unless it was in consequence of the strong current and scanty winds.

Here was a danger which was merely escaped by the accident of the fire. Had it not been for that fire, the ship must have been inevitably lost, perhaps with many valuable lives. This may be put down to intemperance on the part of the officers.

Having weathered the coast of Brazil, we continued on our passage to our destined port, sailing by many large, high and terrific icebergs, where at last we moored our ship safely in harbor.

The schooner which sailed from London in company with us, parted from the ship four or five days subsequent to our departure from the land's end of England. She made a direct passage and had arrived in the bay a fortnight before us.

The boats and shallops crews were chosen,and despatched to their respective stations to carry on the work of destruction among the elephants and seals. As I was well acquainted with the coast and mode of operation, I was chosen by the second mate who was unacquainted with the business, to aid him in the knowledge of the coast and the mode of killing elephants and getting the blubber off of the sandy beaches.

We proceeded to the eastward and meeting with good success, sent several loads on board of the ship to be converted into oil.

Having thoroughly cleared Tamaring bay of all the elephants, we proceeded one cold morning towards Snow-Squall bay. It was blowing a fresh breeze when we started, and having entered the mouth of the bay, we found that the wind was blowing very severe out of it. We were at a loss to know what to do. To row into the bay against a strong wind, and the seaspray flying over the boat, was truly discouraging if not impracticable. To go back where we started from was painful to think of, as by so doing we would have been put back fifty miles distance. At last we resolved to go forward, with a full determination to gain the desired spot. The day was clear and the sun shone bright. But notwithstanding the brightness of the sun, the piercing wind, which blew directly from a large iceberg, caused a heavy sea into which our boats plunged at every stroke of the oars, which caused the spray to fly continually over us. The frost which at the same time preyed on us with its usual severity, converted the water which was thrown into the boat and on us by the sea into solid ice, and the water that lodged on my hair became small lumps of ice. But notwithstandiug the continual opposition of the windand sea, and the severity of the frost, we succeeded in gaining the weather shore, where we became completely sheltered from the wind. We rowed along the iron-bound shore until it was nearly dark, to discover a place where we could land and turn our boats over for the night. At last, after much toil and anxiety, fearing that we should be under the necessity of passing the night in our boat, we discovered a small beach between the rocks. We rowed along into the gulf-way. It was about sixty feet wide, high, black and terrific rocks on one side and black, low and flat ones on the other. We soon landed at its head, on a small beach, which at high water was overflown by the sea. From this beach the land rose in in high perpendicular and inaccessible rocks. We landed to see what discoveries we could possibly make, and to our surprise, our hearts were gladdened by the

discovery of a long, large and beautiful cavern, sufficiently large to contain our boats and to accommodate 50 men. Our boat was immediately hauled into the cavern and the other was hauled up in safety, as it was then thought, upon the flat rocks, close to the cavern. After this was done, we sat down by a good fire and congratulated each other upon the final result of the day, and particularly on the discovery of the cavern, the future benefits of which, as a half-way-house, was then anticipated. After supper, we laid down on the flat, rocky surface of the cavern, to rest our wearied limbs from the toil of the day.

Towards morning we were aroused by the sound of the wind and the roaring and beating of the sea against the cavern. We immediately proceeded towards the mouth, with fearful apprehensions for the safety of the boat, which had been left on the flat rock. Our apprehensions were confirmed. The boat was lost, and its loss was much lamented by her crew, as she was new, and the loss was occasioned through sheer neglect.

In consequence of the gale, we were confined within the cavern three days. Upon the fourth day, the wind having changed, we left the melancholy spot and rowed up some distance to a suitable place, where we landed the other boat's crew, to walk to the ship, which task they accomplished over the snow-hills in one day and a half.

We then proceeded up the bay, killing the animals as we went, securing the blubber from the innumerable ravenous birds. We continued laboring for a few days until the arrival of the other boat's crew with a new boat.

Having collected at one spot all the blubber taken within the bay, it was deemed advisable to proceed to a place which was denominated Devil's-bight. It was a dangerous place for boats to approach, but a good place for elephants. After having buried all of our provision in this place, we proceeded to Devil's-bight in search of our prey. Here we were employed two or three days in killing elephants and securing the blubber.

It had been our original design to have left this place

as soon as possible, for fear of being blocked in by a sudden gale of wind, which would certainly prove to our great disadvantage. But, notwithstanding the precaution which we had exercised for the prevention of this foreseen disaster, we were finally hemmed in by a severe gale, which commenced on the second night after our arrival, while our work was unfinished. The wind continued to blow for two days with such violence, that it raised a tremendous sea, which broke over the sunken rocks within the bight to such a degree, that it was impossible for us, for nine days, to launch a boat; in consequence of which, on the seventh day of our landing, we were brought to a starving condition, our provision being then exhausted. This drove us to the disagreeable necessity of subsisting on Penguin flesh for several days. At length the sea having become more quiet, we ventured to make an attempt to launch a boat, but our efforts proved ineffectual. Three different times we attempted to launch the boats, but they were filled and turned over against the rocks. It was with great difficulty that we saved a few things from the great suction of the surf. One man was severely injured by the boat which went over him. At the third attempt I was very much injured between the rocks and the boat. The injury I received left me powerless, and had it not been for one of the men, who saw my condition, and who took me by the hand and threw me into a boat, I should undoubtedly have been killed.

Having been released at last from this horrible place, we immediately proceeded towards the place where our provisions were buried, where we arrived in a few hours and heartily partook of a wholesome meal, after having subsisted on carrion for four days. On arrival here, we met our shallop, which had been waiting for us several days. After loading her for the ship, we proceeded to the east end of the island, with the special orders to concentrate our blubber at Cooper's Harbor, it being the only suitable place for a shallop to come to anchor to take in her cargo. We labored with unabated energy and collected about twenty tons of blubber at the

appointed place previous to the arrival of the shallop. Two days subsequent to her arrival, our schooner, which was on her voyage round the island, came into this harbor in consequence of adverse winds.

We had been busily engaged since the arrival of the shallop in getting our blubber on board. This task being accomplished, I was invited on board to spend the night, by a young man, who had been a messmate of mine, and with whom I was intimately acquainted. After having spent a few agreeable hours, we retired to refresh our wearied bodies. At 10 o'clock the captain of the sloop was informed by the watchman, that there was a heavy swell and a strong breeze setting into the harbor. This information brought the captain on deck, who immediately called the crew to take out the small anchor. This being done, we retired to our beds, not apprehending any danger from the present appearance of the weather, but in this we were greatly mistaken.

At 12 o'clock the captain was again informed by the watchman, that the sea and wind were increasing rapidly, and that it was necessary to give the vessel more cable. This was immediately done to the utmost extent, in order to prevent the vessel from dragging her anchor. At day-light the sea had risen to such a degree that it broke fairly over the vessel with great violence, and we began to be alarmed for our safety ; for my part I wished more than once that I had been sufficiently wise to have staid on shore, under the boat, in safety.

The gale continued to increase, and it was now evident to me, that our hopes and safety hung on a single thread in her cable, on which our fate impended. By 8 o'clock, A. M. the gale had increased to such an extent, that it was considered dangerous for any one to be on deck. We were now in great anxiety for our preservation, as we were in momentary expectation of our vessel's parting her best bower, our whole dependence ; and if this took place, we were confident of our vessel's irretrievable loss. While ruminating on our deplorable condition, the captain of the sloop, who was the chief mate of the ship, and who stood on the cabin steps,

watching the vessel, announced to us that there were two or three tremendous heavy waves rolling towards the vessel, which would certainly strike her, and, in his opinion, would cause her to part her cables. He then added ; ' Be ready boys, to jump on deck, and save yourselves, if you can!" This was scarcely out of his mouth, when a tremendous crash was heard and felt by the shaking of the vessel. At this the captain cried ; ' There it is, boys ! she's gone ! The best bower cable's parted—she will soon be on the rocks ! !' At this long expected announcement we rushed on deck for our lives. We endeavored to go forward to give the vessel more cable on the other anchor, but all in vain. This was frustrated by a tremendous sea, which swept four of us against the tafferel and were nigh being swept overboard. The vessel was dragging her anchor and rapidly approaching the rocks. Soon she struck, and was driven by the sea on a rock near the small beach where she remained upright with her head towards the sea. As soon as the vessel grounded on the rock, the sea operated more powerfully on her, which made it a great deal more difficult for us to keep our hold. The sea was now breaking half-mast over us. We had not been on the rock many minutes when a tremendous sea came rolling in and swept two young men over the tafferel, and one was landed high on shore ; he saved himself from the retiring wave. Just at this time, the two boat's crews arrived, who had been anxiously watching us. Seeing the vessel was drifting on the shore, they immediately ran to our assistance, but they came too late to save the much lamented Johnson, the young man that invited me on board. This unfortunate young man had been left on the beach, and might have been saved, had any one been near to give him assistance. After being left by the sea, which carried him on shore, he actually got on his feet, but he must have been deprived of his reason. Instead of rushing on shore he walked along the water's edge ; in consequence of which, he gained no advantage over the succeeding wave, which came in, roaring furiously, and took him with the retiring

wave and carried him among the rocks, where he was finally dashed to pieces.

In ten minutes after the first two had been swept away by the sea, the captain and three more of us who had been clinging to the tafferel were swept away by a tremendous sea. Out of the four, two of us, being light, were thrown upon the beach with great violence, and immediately secured by the men on shore. The mate of the ship, and another man were not carried so high up, in consequence of which they were drawn among the rocks by the draw-back. Two or three men went in among the rocks with long ropes fastened round their waists, to save them. Every possible exertion was made, and they at last succeeded in saving one of them; the other, the chief mate of the ship, was carried in between the rocks, where was a dangerous whirlpool, and beyond human assistance; but notwithstanding all this, so great were the exertions of the men that they came near saving him. They would have succeeded, had it not been for a tremendous sea setting in upon them, drawing them among the rocks also, and carrying the mate totally out of reach. He was seen waving his hand as he was carried away by the back sea, among the rocks, and he was finally overwhelmed and perished.

Three days after the gale, he was picked up with his skull stove in. Of the remains of Johnson, one thigh bone and one arm were the only parts of the body that could be found. When this melancholy disaster became fully known to the ship's crew, the loss of the mate and the boy were much lamented, as they were both amiable, particularly the mate, who had gained the good will and favor of the crew. After collecting the useful remains of the wreck, and all the blubber that it was possible for us to save, they were put on board the schooner, and she sailed for the ship, accompanied by our two boats. After our arrival at the ship, being well aware of the scarcity of the elephants, it was thought to be a suitable time for the schooner to take a voyage for a month of observation for elephants, to the Sandwich Islands, which are about five degrees to the southward and eastward of Georgia.

It was thought by our officers, who were well experi-

enced voyagers in the elephant trade, that the elephants which crowded to the shores of Georgia, must of necessity come from some land situated farther to the south.

Having prepared the vessel for the voyage, our boat and crew were chosen to go in the vessel, to assist in loading her in case she should make the desired discovery. The vessel being ready we proceeded on our voyage in hopeful anxiety for the good success of our enterprize.

After leaving the bay, we took a good north-wester, which in three days took us in sight of Freezeland Peak, which was thus denominated by us in consequence of its immense hight, and the quantity of ice and snow with which its sides were adorned and its summit crowned.

Having made the land, and being sufficiently near it with the vessel, the two boats were sent to examine the shore, while the vessel continued sailing along the high and terrific iron-bound coast. We continued our examination for three days, without discovering a harbor or a living creature on the shore. The only place that was discovered, resembling a harbor, was a half-moon bight, which was open to the sea, with scarcely a landing place in it. Here we landed, it being the only place where we could get on shore, to see if we could discover any traces of elephants or seals, but our efforts proved fruitless in this attempt.

While on shore we picked up several lava-stones, which we supposed had been thrown out of a high and terrific volcano, which rose eight or nine hundred feet above the level of the sea, and at whose base we had landed.

This volcano might, with the strictest propriety, be denominated one of the wonders of the world. One peculiarity consisted in the iceburg with which its sides were decorated, and which occasionally fell with a crash resembling a distant peal of thunder. One side of the mountain was covered with white, brilliant snow, on which the sun poured its darting and animating rays, adding lustre to the sublime scene. Another peculiarity which this volcano possesses, is, that it is one of nature's light-houses, planted in the midst of a distant ocean by that

unseen hand, to serve as a beacon to the fearless mariner.

When the sun has descended beneath the western and southern horizon; when the dark curtains of night are spread over the venerable head of this majestic mount, it throws forth from its crater scarlet flames mingled with huge, red-hot, melted lava-stones, which roll down its sides to the sea.

Having faithfully examined the coast, we made sail, steered for Georgia, and arrived along side of the ship in four days. We were now sent to the westward, to collect all the blubber that might come within our reach, and to await the arrival of a shallop that our captain was to purchase from a ship on the south side of the island. As our schooner was going round the island with two boat's crews, our captain took passage in her to accomplish this business.

The shallop was bought for £700, for which he gave a draft on the owners in London. She was a new vessel, a fast sailer of 80 tons burthen. It was now generally believed among the crew, that with the aid of this fine and beautiful vessel, notwithstanding our ill success in losing the other, we should finally succeed in procuring a voyage before the setting in of the winter. But it was not for us to know the events of the hidden future.

The shallop was entrusted to the command of Mr. Maclow, the chief mate of the schooner, and a very efficient and capable man, but totally unacquainted with the coast on the north side of the island. The vessel sailed for the ship to take in a supply of provisions for herself and our boat's crew, who had now been three weeks absent from the ship. After her arrival at the ship, she took in her provision and sailed for our boats to supply us, and also to take in fifty tuns of blubber which our boats had collected. The shallop having arrived to our boats at Fresh-water Bay, we put several tuns of blubber on board, and proceeded along the coast to the several places where we had collected it, and put it all on board. We proceeded in this manner into several bays along the coast, until we arrived at Hog Bay, which is a small bay situated at the foot of the Bay of Islands.

While the vessel laid off the harbor, we put several tuns of blubber on board of her. It being now nearly dark, and being favored with a good wind, it was agreed on by the officers that the sloop should continue her course until she should arrive at the safe anchorage, where we had 12 tons of blubber to put on board of her. Accordingly all sail was immediately made on the Lovely Nancy, this being the name of the vessel. Having a stiff breeze she swiftly glided along the bosom of the deep, unconscious of her future fate. The night advanced; it was so dark that it was with great difficulty that the land could be seen at a distance of one hundred yards from the vessel. During this time the vessel's crew, seven in number, were employed in keeping a lookout to avoid all possible danger.

By nine o'clock the vessel had advanced within three miles of the harbor, and there was now but one small island for her to pass, which was about one hundred yards long, at the in-shore point; off which was a flat sunken rock about five or six feet beneath the surface of the water. As we were in immediate expectation of making this island, all hands were anxiously employed in looking out for it. I was on the deck at this time, but was driven below by a shower of rain, which just at this time had commenced to fall. I had scarcely set down when I heard the report of "land ho!" It was the expected island. At this the captain sung out: "put your helm up, ease off the main sheet; steady she goes boy." "Steady", replied the helms-man. In five minutes a great noise was heard, which proceeded from the bottom of the vessel, and it was succeeded in a moment by a tremendous rocking of the vessel on a rock. In a moment we all rushed on deck, and as I happened to be near the steps I was the second one on deck. As soon as I gained the deck, on viewing the condition of the vessel, I ascertained on a moment's reflection that there was no time to be lost in making an effort to save ourselves. We immediately hauled our boats to the stern of the vessel and made all possible haste to get into them. While we were endeavoring to get into the boats the sloop's crew were engaged in hauling down the sails.

Just at this critical period I was within a hair's breadth of the termination of my life by the swinging of the main boom over my head as I was a dropping into the boat along side. I knew not how to account for the mismanagement on the part of the boat's crew on this occasion, excepting that it was occasioned by the general confusion which took place the moment the vessel struck. Be it as it may, one thing is sure, and that is this, that out of twelve hands which belonged to the boats, I was the only one that got into one of them. The other boat took in eleven hands and immediately deserted the vessel and were out sight, notwithstanding my loud calling to them and the entreaties of two boys belonging to the sloop, who had got into the boat. I immediately got hold of the steering oar and advised the other boys to clear the boat from the vessel in order to lay her stern on the side of the vessel, and thus shun the danger of losing the boat by the rocking of the vessel. Having performed this duty the sloop's crew was taken off in safety; but while we were backing off from the vessel I perceived her sliding off the rock. I reported the fact to the captain of the sloop, who was sitting mute and disconsolate, ruminating on our sad misfortune. In a moment he was upon his feet and commanded to be put on board of her which was immediately done. Every possible effort was made to save the vessel, but all our efforts proved fruitless. She went down in eight fathoms of water and came near taking her small boat down with her and four men in it, who had imprudently stayed on board pumping to the last minute. Just at this time a terrible rain-storm commenced. We had three miles to row before we could arrive at a place where we could land in safety. All this while I was bare-headed, occasioned by the main-boom's knocking my cap off at the time when I was getting into the boat. At last we landed on the desired spot in the midst of a cold and chilly rain, which had nearly chilled us through; and to add to our present distress, we were under the necessity of passing a miserable night under the boats. Towards morning the rain-storm turned into a severe freezing snow-storm which prevented us from proceeding to

the ship with the mournful news of our disaster. However, the severity of the storm did not prevent me from executing my desires in discovering the remains of the vessel. Accordingly I prevailed on one of the boys to accompany me three miles down the beach to discover if possible the remains of the wreck, and we had the satisfaction of enjoying the reward of our labor. We saw at a short distance from the island the top of the sloop's mast above water.

Having made this important discovery we immediately returned to our company, and without acquainting any one, launched the little boat and proceeded to the sunken vessel. We found the top of the mast and the peak of her gaff above water. Having made this discovery we returned and gave information to the officers to that effect, which in some degree revived their drooping spirits and raised their future hopes of her recovery.

After this we proceeded to the ship bearing the melancholy tidings, which so affected the captain that he was near putting an end to his existence. Early on the following morning we were hastily aroused to man the boats and proceed immediately to the assistance of the schooner which was then drifting on the rocks at the mouth of the harbor by the severity of the northwest gale which was then blowing out of the harbor. We rowed directly on board of the schooner and boarded just at the time when her stern post was twenty feet from the perpendicular black rocks, against which she must have been inevitably knocked to pieces had it not been for our united exertions in cutting her cable and swinging her off clear. She drifted out of the harbor to encounter the furious gale, which was then raging with unwonted fury.

We were now in the midst of the mighty deep to endure the hardship and severity of a tremendous gale, which continued to rage over twelve days, during which time we were in a state of starvation, there being a deficiency of provision on board of the vessel. We were driven off into the ocean at a great distance and we gave up all hopes of ever regaining the land. But at last the

wind changed suddenly in our favor, and enabled us once more to regain the ship.

After our arrival, preparations were made to raise the sloop. Accordingly all things being ready we proceeded to the Bay of Islands, and after waiting a favorable opportunity, the sloop was raised to the surface of the water by the schooner, but in conseqnence of the quantity of stone ballast she had in her, which served to increase her weight greatly, the cable with which she was raised, parted before a preventive could be got round her and she again fell to the bottom, and not having another opportunity to raise her in consequence of the severity of the weather, she became a total loss which was grievously felt by us all. The loss of the sloop and sixty or seventy tons of blubber, struck a dead blow at the prosperity of our voyage.

After our failure in raising the sloop, the schooner accompanied by two boat's crews was despatched round the island in search of seals, the season for elephants being then over.

We continued our unwearied exertions in the midst of a severe winter season round this perilous shore for three successive months, during which time my life had been three different times in most imminent danger. Once by falling into the sea from an iceberg over which we were launching our boat. At another time I was accidentally pushed into the sea by a blundering Irish boy from the top of a slippery rock, twenty feet high, but fortunately the back surf took me off from the rock, which gave the boat that was lying off a chance to pick me up and thus once more I was saved from a watery grave by an interposition from heaven.

After we had taken from the south side of the island six thousand seals, our provision being short, it was deemed advisable to proceed to the ship to prepare for the pupping-cow season, as it was now near Spring. Accordingly we proceeded to examine every place on our way taking up our lodgings at night on board of the schooner; but in case that we should be separated from the schooner by a storm we generally took a week's pro-

vision in the boat, which was allowed, in common chances, to be sufficient to take us to the ship.

It so happened one day that our boat fell in with a number of seals, in consequence of which we were belated and were unable to reach the schooner that evening. This compelled us to seek refuge on shore for the night, anticipating fair weather in the morning to proceed on our way towards the ship, which was then 100 miles distant. On awaking in the morning we ascertained that our anticipations would probably not be realized, it was then blowing a gale from the south-west, which necessarily compelled the schooner to make the best of her way towards the ship as the wind was favorable for her, and at the same time compelled us to remain inactive, notwithstanding our critical situation for three successive weeks, which was the duration of the gale. Our provision being exhausted in the course of 6 days, we were under the necessity of sustaining nature on Penguin's hearts and livers, and occasionally on the carcass itself. But notwithstanding our necessity I was thankful that our lot was cast where it was; for it happened to be in the midst of a large, king-penguin rookery, and had it been at any other place we must inevitably have starved to death before a favorable change in the weather took place. This food although it satisfied the cravings of nature, was inadequate to maintain the healthy standard of the human constitution, consequently our flesh wasted away to an incredible extent.

After the gale was over we exerted our remaining strength and fortitude and again launched our little boat into the deep, and having a light favorable breeze proceeded towards the ship, to which we arrived in three days to the astonishment of the crew, who had given us up for lost. We were so altered in our external appearance in consequence of our sufferings and privations that we were unknown at first sight to many of the crew, but what added much to our change and appearance was the state of our skins which came off in flakes as large as a dollar, and continued to do so until the whole of our skin had been completely renewed.

After a few weeks respite, having recruited our strength

we again commenced operation, and in three months, notwithstanding the severe losses which we had sustained, we finally succeeded in filling our ship, and in the middle of January sailed for England with 400 tuns of oil and ten thousand seal skins.

On our passage home we touched at Fernanda norona to refresh. It is a Portuguese island on the coast of Brazil, a mere rock, where they used then to transport their convicts from the main. The next place we touched at to refresh was at Fayal, one of the Azore islands, which is also a Portuguese island with a considerable of a town and population, enjoying a prosperous share of of trade.

Having refreshed the ship we proceeded to London, where we arrived in ten weeks to the joy of all.

On our arrival at London we ascertained the failure of our owner,in consequence of which the ship and cargo fell into the hands of his creditors.

As my time had now expired, I was left destitute of all means to sustain life, having neither money nor friends to assist me in my destitute condition. But had I been justly treated by the assignees I should not have been under the necessity of suffering privation, as £3 of my apprentice money was due to me and five or six more justly due me for my over time. But having no means to compel them to settle the apprentices' accounts, I as well as the rest was unjustly deprived of my hard earnings.

Being placed in low circumstances I was under the necessity of pledging my clothes from time to time to procure food.

Four weeks after my arrival in London, I succeeded in obtaining a ship going a voyage to the same island, and as I had served my time in that trade and possessed considerable knowledge of the country I was the more readily accepted by the captain.

CHAPTER XII.

Departure from London in the ship Admiral, Coalpoise; touches at St. Jago; arrival at South Georgia; the ship is secured in the harbor; commences operations; successful enterprize; visited by an iceberg, which drifted on the ship's anchor; loss of the ship and part of her cargo; arrival of the author in London.

NINTH VOYAGE.

In the latter part of May, 1818, I sailed in the ship Admiral, Coalpoise, bound to South Georgia. Having left London, we proceeded on our voyage with jovial hearts, anticipating a short and prosperous voyage. On our passage out we touched at the Island of St. Jago for live stock; and after having sufficiently supplied the vessel, we again made sail on our swift little ship and proceeded to our destined isle, without meeting with any thing of special interest on our passage. At last, after great and diligent exertions on the part of the captain and crew to make the passage as short as possible, we succeeded in making the land in nine weeks from the day of our departure from the Land's End of England.

We run down the south side of the island and entered a small harbor, denominated the Rookery, in which we brought our little ship to anchor and secured head and stern, and immediately after proceeded to strike down her top-masts and prepare her for the season. The ship being now safely secured, the boats were depatched to the nearest beaches, which were lined with animals, to commence the slaughter. We continued our work with such success, that in 10 weeks we succeeded in putting into the ship 1500 barrels of oil, out of 1800, which was supposed to have been sufficient to fill her. Thus far we had succeeded well in our enterprize; but notwithstanding the extraordinary success with which we were favored, we soon experienced a reverse of fortune.

We were now visited by a severe gale of wind; it continued its fury for several days in succession, by which means a tremendous iceberg was driven into the mouth of our little harbor, which continued its progress until it had completely entered the harbor and grounded at a short distance from our anchor. This circumstance was the cause of producing an unusual degree of excitement and alarm among the crew for the safety of the vessel.

Every possible means was employed for the preservation of the vessel. Cannon were fired as a means of demolishing the iceberg, but without effect. The gale still continued to blow from the south, which was the cause of an unusual high tide. This rolled the iceberg in, until finally, it rested upon our anchorage and cable, the latter of which was soon severed by it and our beautiful little ship immediately went on shore and bilged on the rocks, with which the unlucky harbor was trongly hemmed.

Previous to this lamentable disaster I had cherished exalted anticipations of prosperity, in this voyage; but my anticipations now vanished. The ship was a complete wreck and all hopes of her recovery were banished from our minds. A large hole was now cut in her lee-side and a great part of the cargo was saved by this means and taken by the shallop to another ship which belonged to the same owners and which laid 60 miles from us. In her we obtained a passage to England, which was performed in three months. Thus, after the absence of nine months, I again arrived in London, as poor as I left it.

The quantity of oil, saved from the wreck, did not exceed 7 or 800 barrels. This, according to my lay, did not give me a share of more than 3 barrels, and this was scarcely sufficient to defray my expenses. But on this occasion I did not suffer privations; having obtained a boarding place on the credit of the succeeding voyage.

CHAPTER XIII.

Departure of the Hetty; touches at Bonavista; narrow escape of being washed overboard; arrival at Falkland islands; enter Barclay's Sound; arrival at South Shetland; proceed along the coast; come to anchor and narrowly escape being lost; search after seal and discover a ship's harbor, in an opposite island; arrival at the harbor and meet several vessels there; the shore lined with seals; landing of the boats' crews to kill seals; prevented from killing them by other ships' crews; search for a new sealing ground; strange crews attempt a landing; they are prevented; they walk overland and succeed in killing 8000 seals, detected and driven off the beach; near escape of being drowned; seized by a large sea lion; departure for England; arrival at London; the owners defraud the crew; law-suit with the owners.

TENTH VOYAGE.

In the course of a few weeks I shipped on board of the schooner Hetty, of London, bound on a whaling and sealing voyage, to the then newly discovered islands of New South Shetland, situate in latitude 65 degrees south. We sailed on this voyage in the summer of 1820.

Having sailed down the channel, we took our departure from the Land's End, of England, and steered our course direct for Bonavista, a Portuguese island, to provide the vessel with a sufficient quantity of salt for the purpose of salting seal-skins. We were more than usually favored with a pleasant and fair wind, which in twenty days conveyed us to the destined port in safety.

Previous to arrival at Bonavista, we took a large whale, which made 75 barrels of oil. At this place, having taken a sufficient supply of salt, we again weighed anchor and cheefully proceeded towards the south pole, unmolested, until we approached near Falkland islands, where we experienced some rough and severe weather, and particularly on the night before our entering the harbor. I came near being washed overboard by a tremendous

sea, which broke over the vessel's quarter and swept me over her lee-rail; and had I not happened to catch hold of the lashing of a water-cask I must have found a watery grave.

Early in the morning, we entered Barclay's sound, at the head of which we came to anchor for the purpose of renewing our stock of water. Here we remained two weeks, during which we spent several days in shooting wild geese, with which the island abounds; and we were also successful in shooting three large pigs, and a large wild bull, which served to supply us with fresh food for some time. These islands are worthy of cultivation, as they possess good, rich and extensive tracts of land.

From Falkland islands we took our departure for our destined port, at which we arrived after making a prosperous passage of two weeks. The first island we approached was high and terrific in appearance; it was 50 or 60 miles in circumference and totally devoid of a landing place for human beings. Having examined it, we sailed towards the main island, which was a long tract, the end of which we did not have the pleasure of discovering. About sun-down we came near to several small islands which laid about 20 miles distant from the main. Near one of these we came to anchor for the night, and on the following morning we proceeded to examine them for seals, but were unsuccesful in our attempts, not finding any thing except a few sea-leopards. Meeting with no successs we immediately weighed anchor and proceeded towards the main island to endeavor to discover some harbor, but finding it be an iron-bound shore, as far as we could discover, we stood to the eastward in search of a suitable harbor. We sailed in this direction for two days passing several rocks, reefs and icebergs. On the third day we landed on a small island, after rowing round it, which was about 8 miles in circumference and about 15 feet above the level of the sea. It was nearly flat on its surface and covered with ice and snow. But what mostly attracted our attention and for which we could not account, was the number of rocks of different sizes which overspread its surface and had not the least visible appearance of be-

ing united with the soil, but were raised and sustained by 8 or 10 feet of ice above the ground. Some of the rocks which were thus supported were judged to weigh 20 tons. But the question arises, how came they so? The question which is here propounded is a problem for the reader to solve. Having examined the island we proceeded to another which lay 15 miles to the eastward at which we arrived late in the afternoon; and finding a small inlet, we came to anchor in supposed safety for the night. In the course of the night the wind from the west commenced blowing directly into the inlet, and by sunrise it blew a heavy breeze, which alarmed us for our safety. But fortunately for us, the wind abated before it changed, for had it changed two points either way, we must unavoidably have gone on the rocks, as the inlet would not admit of giving the vessel more cable. The gale abated on the following day, and the sky became clear and the surrounding elements serene, which gave us an opportunity to proceed in our work of searching round the island. We proceeded with our boats to different parts of the island, which was 10 or 12 miles long, but not meeting with much success, after having laid there three days, during which time we had taken 300 seals, we left for another island, a short distance off, at which we soon arrived; and after a day's search along the coast, we succeeded in discovering a ship-harbor, in which were several vessels lying at anchor. Having a favorable breeze, we succeeded in gaining the harbor in which we came to anchor and were congratulated on our safe arrival in port, by the several captains, who visited us on the occasion. In the afternoon of the day of our arrival, our boats were sent on shore with strict orders to slaughter as many seals as we could. But on our landing, we were met by the crews of three vessels, who forbid us from taking any, claiming the beach as theirs, as they had first taken possession of it and were therefore determined to defend it as their own ground to the uttermost in their power. This was a difficulty that we had not anticipated; being aware that, by the laws of nations, they had no right to prevent us from killing the animals and ap-

propriating them to the benefit of our voyage. But being unable to enforce our rights against superior numbers, we reluctantly left the beach and returned to the vessel; and after having had some deliberation on the course to be pursued, we were sent out of the harbor for seals.

We proceeded along the coast, the distance of 25 miles among the rocks and breakers, searching as we went, until our efforts were crowned with abundant success, by the discovery of several beaches along the coast, which were thronged with these animals in every direction. Having been blessed in our discovery, the next question was, how to keep possession of the treasure; how to prevent those ships' crews from landing on these beaches, being well aware of our inefficiency to repel them. To effect this we divided the land, which was then more than we needed, with two other vessels, which had subsequently arrived in the bay, and by doing this our party became the strongest.

The other crews, finding that we had succeeded in discovering a number of sealing-grounds, superior to their own, immediately embraced the idea of landing, in spite of our opposition, and sharing with us in our good fortune.

Having slain all the seals on their beach, they attempted a landing on our beach, but having notice of their coming, we concentrated our forces, and prevented their landing in spite of all their efforts to effect it.—Being defeated in their undertaking, they reluctantly returned to their ships, which were making ready to sail for England.

Two or three days subsequent to this occurrence, we were under the necessity of laboring all night, shipping some thousands of skins on board of our vessel, which we had previously prepared for her. Having finished our work at four o'clock in the morning, we retired under our boats to rest, and soon closed our eyes in profound slumber, in which we continued until suddenly aroused by a messenger dispatched from the ship Indian's crew, to inform us of a stratagem which had been played on us by the crews of the other vessels, who, taking advan-

tage of our sleep, had walked over land to our beaches, and slaughtered 8,000 seals.

This news instantly aroused our indignation, and we immediately proceeded to the relief of our friends, but not without previously having had the precaution of sending over the hill to request the assistance of our friends there to drive the intruders from the beach. Our forces soon arrived at the ship Indian's tent, the place where they had slaughtered the most, and where they had made a stand to commence skinning the seals they had killed. On our arrival they were immediately ordered off the beach by our officers, who at the same time warned them on their peril not to touch a single seal.—This so exasperated their officers, that they immediately commenced skinning, and dared any man to interrupt them on the penalty of the law, threatening our officers with prosecution on our return to England.

The leading men of our party, seeing their audacity, instantly collared their leaders to prevent them from farther prosecuting their obstinate design. This act immediately threw the parties into confusion, which resulted in a general and bloody engagement, in which many were severely injured. After they had been dealing out their blows for some time, two or three of us, who had been standing aloof from the rest, on an elevated position witnessing the bloody encounter, drew near to our mate and endeavored to induce him to desist from the unprofitable contest, and use his influence to bring about a general pacification, but before we had actually succeeded in our mediation, the opposite party gave up the contest, and retreated over land to their ships, which sailed for England in a few days.

The seals which had been killed were a total loss to both parties, as they were left to rot upon the beach, our party being apprehensive of the threatened law-suit on our arrival home.

We continued sealing, as our vessel was not as yet full. Our task was hard, as we had to row a distance of 25 miles on our excursions, a great part of the way among rocks and dangerous breakers.

In performing one of these trips I came near being drowned in the Bay of Plymouth. This happened on our return from the vessel to the beach. It was bitter cold, and blowing a severe breeze. We were sailing in company with another boat, but our companion, owing to his good trim, gained three-quarters of a mile ahead of us, and we, being desirous of keeping up, carried sail to an extreme, and notwithstanding my repeated warning to the young man who held the sheet, and who, by careful attention might have prevented the accident, he held on to the sheet and laughed at my fears, when a squall struck the boat. I had just got the word of caution out of my mouth, when, in an instant the boat was overset by the violent gust, and we floated by her side, grasping after her for our lives. Every time that we grasped at the boat those of us who could not swim sunk down and rose up again to make another attempt at her, as she went round and round with us. At last, after having been round several times, the mate and two others, who were good swimmers, got to the opposite side of us, and balanced the boat bottom up. By so doing we were enabled to keep on her bottom until taken off by the other boat's crew, who came to our assistance.

While on the boat trembling and shivering with cold, the young man to whom I justly attributed the blame of our present misfortune, who a few minutes before had laughed at my fears and my caution, was so fearful and cowardly that he could not refrain from crying. I was so exasperated with him at the time, that I could not avoid striking and upbraiding him for his unmanly conduct in permitting the boat to upset when he could have prevented it. Having been taken into the other boat, we had now nine miles to row before we could reach a beach, and turn over our boat to free her from water.—We were between two and three hours rowing to a landing place, where we righted our boat, after which we went on board the vessel, and it being late in the evening, remained on board during the night, and in the morning proceeded to the sealing ground to our labor, where we arrived in safety.

Two or three days subsequent to this, another accident

took place, by which I came near losing my left leg by the bite of a large seal, occasioned by missing my blow, when it immediately siezed me above the knee, but I partly avoided its grasp by stepping backward quickly, which prevented it from taking a strong hold on my thigh. Two of its tusks went in an inch deep, the other two grazed the skin, and had it not been for the immediate assistance of one of my ship-mates near me, who knocked the seal down, it would have succeeded in renewing its hold upon my limb, which must have been torn to pieces or broken off. We continued our work, and in a few weeks, accomplished filling our vessel. We then sailed for England with 15,000 seal skins and 75 barrels of sperm oil, which was considered a good voyage. We proceeded on our passage towards England, where we arrived in safety, performing our voyage from London and back to London again, in ten months to a day.

At the time of our departure from the island for England, with a full cargo, our hopes were elevated, and our prospects for a profitable voyage were flattering.—But during our absence the market prices of skins had fallen from 30 shillings to 6 shillings.

After the arrival of the vessel in London, the cargo was taken by the owners and put into a store-house for their future benefit, while the crew, with the exception of three of us, who entered an action against them, were paid off at a considerable less rate than the market price. In consequence of these fraudulent proceedings, the amount of their wages was reduced to a mere trifle.

The suit which we entered against the owners, was put into the court of chancery, there to remain for two years, before it could be brought to trial. Having been on shore for about ten weeks, without the means of defraying my expenses, I was under the necessity of drawing ten guineas from my attorney for this purpose.

As I was now about shipping to sail round Cape Horn on a sperm-whale voyage, I was advised to give the lady with whom I boarded power to draw the balance of my voyage after the trial should have taken place, which I expected would occur during my absence from England. The document was drawn, signed, and left in her possession.

CHAPTER XIV.

Departure from London; arrives at Cape Horn; sails by Juan Fernandez; arrives off of Arica; meets with success; arrives at Payta; departure from Payta; a large school of whales; the author in the whale's mouth; succeeds in killing the whale, which makes 85 barrels of oil; attacks another school; boat is stove; the whale takes off the cooper of the ship on her back; arrival at the Gallipagos; takes 300 terrapins; sails for the western ground; sails for Chili; touches at Easter isle; description or the natives, the island and its productions; arrives at Salango bay; disturbance in the ship; arrival at the Gallipagos; description of the island; sufferings and dangers attending terrapinning; the author is compelled to drink terrapins blood; arrival at Payta; desertion of an apprentice; the crew is tried by the captain of the port; the crew honorably acquitted by the captain of the port; the crew put in prison; sufferings and losses of the author; sails for Guayaquil; arrives and ships on board the Louiza; the author is attacked by a Bolivian dragoon; sails with the Colombian expedition for Upper Peru; description of the city and the surrounding country; arrival of the expedition at Arica; disembarkation of the army for the interior; retreat of the royal army; division of the Colombian army; the royalists attack the Colombians; defeat of the Colombians; disastrous retreat of the Colombians into the ship; arrival of the disastrous expedition at Callao; the author leaves his ship and ships on board the Perseverance; arrives at Panama; goes to Truxillo; taken by the pirates; lady Mosby and part of the crew are put into a small boat at a distance from the land without the means to gain the shore; original design of the pirates; the author takes passage to Guayaquil; the pirates frustrated in their original design; they scuttle the vessel, get into the woods and are detected; recovery of the Perseverance; she arrives at Guayaquil; execution of the pirates; the author ships on board of the Perseverance and proceeds on a smuggling voyage; travels to the city of Lima; capture of Lima and Callao; arrival of the Peruvian squadron at Callao; the author is pressed

by the Spaniards and put on board of the Pasualla brig of war; the Peruvian attacks the Spanish ships at Callao; a severe battle is fought; ships on board of a Spanish privateer; takes three prizes and escapes being taken by the Peruvian frigate; arrival of a Spanish squadron at Callao from Spain; battle off Callao; return of the squadron to Callao; the author leaves the war brig, and witnesses a severe battle between Lima and Callao; ships on board of the Robert of London; the defence of Callao; the siege of Callao; the capitulation of Callao; description of the city of Lima; departure for England; arrival at Liverpool; has a severe fever; is robbed while his life is despaired of.

ELEVENTH VOYAGE.

Having no other mode of obtaining an honest livelihood I was under the necessity of shipping on another voyage, and accordingly engaged on board of the ship Spring Grove, of London. We sailed from London in 1821 with a stout and jovial crew. We proceeded on our passage, which proved prosperous until we arrived off Cape Horn, where we met with severe and unfavorable winds, which continued to impede our passage round the cape for six weeks. Here we suffered much from the severity of the weather. At last we were favored with clear weather and a good breeze to which we joyfully spread our lofty sails and steered our bark for the golden coast of Peru. The wind still continuing in our favor, we were enabled in a few days to appear within sight of the Alpine coast of Chili and soon passed by the romantic Isle of Juan Fernandez, which gave rise to the interesting history of Robinson Crusoe. We continued our course and we soon arrived off the town of Arica where we commenced whaling, and in two months took in 500 barrels of oil.

As the whaling season on this ground was nearly over, our captain deemed it advisable to take the ship into port to refresh the crew and prepare her to sail westward as far as 110 deg. west longitude, to take the benefit of the season there. Accordingly we sailed down the coast and entered the port of Payta, which lies in the latitude of 5

south. After having laid there two weeks, recruiting, we made sail for the Gallapagos Islands, where we were to take in 500 turtles to accomplish the recruitment of the ship for the ensuing season.

We had not sailed many miles distance from the harbor when we were apprised by the man at the masthead of a large school of whales, being very near the ship, which were going, heads out, with great rapidity to the windward. We immediately lowered our boats to meet them and bring the school to, if possible, but notwithstanding the promptitude with which we performed this duty, some of the school had already passed the ship by the time that the boats had shoved off in pursuit. We had not gone more than 400 yards to windward of the ship when all at once we were surrounded by hundreds of whales. Among this vast multitude our mate perceived one which looked larger than the rest and which he took to be the school-master. As he was at a short distance from us we immediately rowed to him and fastened. The whale instantly cut his flooks and darted ahead with the velocity of a cannon ball about 100 yards, and went down all at once; but at no great distance beneath the surface. This was known by the shortness of the time that he was beneath the water, which could not have exceeded a minute before we found ourselves completely ingulfed in his mouth. How it happened it would be impossible to describe, as the water all around us had from the blood which flowed freely from the wounds of several whales to which the boats were fastened, become a sea of blood, and therefore it was impossible for us at the same time to discern any thing under water; but had the water been clear we might have avoided the danger. Another way by which we might have shunned the danger had we had time to have done so, would have been by hauling in the line by which we were fast to the fish; it would have shown us the exact direction of the whale. But there was no time to make our escape, as the whale came up under the boat with his mouth open and completely took the boat into his mouth. Being thus ingulfed in the whale's mouth and threatened with immediate destruction by

the shutting of his jaws, which stood erect eight feet above water exhibiting two tremendous rows of teeth the sight of which were sufficient to dismay and terrify our hearts, there was but one alternative for us if we would save ourselves and that was to take hold of his jaw which was one foot from my shoulder, and keep the boat from touching his teeth. This was the most important thing to be done as he was only waiting for something to touch his teeth in order to crush it in a moment; and as I was the nearest to it, it came to my lot to perform this most dangerous duty, and seeing our immediate, and imminent danger I did not hesitate, but instantly rose and stood upon the gun-wale of the boat, placing each of my hands and fingers between each row of teeth and kept the boat off, and at the same time pushed the boat ahead and she cleared the whale. Thus we were almost miraculously liberated from this terrible leviathan of the sea. As I stood up on my feet upon the gun-wale, I had a favorable opportunity of seeing the true position of this terrible fish, which laid rather inclining on his back with his mouth open to its greatest extent, which was about fifteen feet from the tip of his lower jaw to his upper one, and which spread about six or eighth feet in breadth above water. The whale soon straightened and was killed by our mate, an excellent whaleman. The whale being dead he was towed along side of the ship, cut up, and converted into oil, of which he made 85 barrels

Having secured the oil we proceeded towards the island, and while on our passage we fell in with the ship Leagle of London, bound to the same islands, and while in company we raised a school of whales, which were attacked by eight boats from both ships. The school appeared to have been disturbed by some ship to the leeward, as they were going very swiftly to windward. All our boats got fast, but in consequence of their having been disquieted we were unable to bring the school to. In this attempt our lines and boats became foul of each other in consequence of which we got one boat stove, and the Leagle two, but what was to be lamented more than all, was the loss of the first cooper of that

ship. The boat in which he was, was cut in two while working on the whale in consequence of which the crew became scattered among the wreck of the boat. Unfortunately the cooper fell on the whale's back and grasped the harpoon which was fastened in her back and was carried down. He was seen by us several times on the whale's back, as she alternately sunk and rose above water to blow. After this we proceeded to Woods' Island, and came to anchor in a suitable harbor. Here we lay three days, during which time we collected 200 terrapins for the cruise and then proceeded to Charles' Island, and from thence to Sea bay where we cruised several days without seeing the spout of a whale. We then proeeeded to the westward.

Having arrived on what was called good whaling ground, we cruised there three weeks without meeting with the anticipated success, and then departed for the coast of Chili. On our passage, we touched at Easter island to obtain some refreshments for the crew. Here two boats were sent to trade with the natives, while the ship laid off and on. The bartering articles consisted of bent needles and pins, buttons, beads and other trinkets, for which we received in return potatoes and sugar-cane. The pins and needles were used by them to catch fish, being superior to the native fish-hooks, which were made of hard-wood or stone.

Easter island is about 60 miles in circumference, and densely populated; the general appearance of the soil along the sea-coast is of a dark red, and the soil appears to be good. They raise sugar-cane, yams and potatoes in abundance. These productions of the island, together with all kinds of shell-fish, which they procure plentifully, constitute their means of subsistence.

The natives are of a light color, tall and handsome. Their chiefs are handsomely tattooed on their faces, necks, lips, tongues and arms. But they are in a most savage state, in consequence of which we did not venture to land, but were under the necessity of laying off in our boats at a distance from the shore, while the natives swam to us with their goods. In this manner, we obtained a sufficient quantity of potatoes and sugar-cane

to refresh the crew, and thus prevent the scurvy, which frequently visits whale-ships while performing their long and perilous voyages.

While trading with the natives, we were under the necessity of keeping a strict lookout, with lances in our hands, to prevent them from upsetting our boat by taking hold of the gunwale. An instance of this kind had previously occurred at this island, in which the whole of the boat's crew were drowned, and the boat was taken by the natives.

We now proceeded towards the coast of Peru to take the second whaling season. We arrived off Arica, where we took two or three large whales, and then proceeded to Salango Bay, to wood and water.

While lying at Salango, a disturbance took place between the officers and the men, which sprang from the vilest of personal ill-treatment, which the second mate thought fit to inflict on the cooper, without any just cause. The disturbance was amicably settled by the captain's promise of future kind treatment to the crew.

Having watered our ship, we sailed for the Gallipagos islands to take in a sufficient number of terrapins to last for the ensuing season on the coast. In two days we arrived at Chatham Island, where we took in 300 large terrapins. The Gallipagos are four islands, situate on or near the equator in the Pacific ocean, at a distance of 60 miles from the main. They are rocky and covered with bushes wherever there is any soil intermixt with the rocks. They are all destitute of water, excepting Charles' Island, which has one spring situate on the summit of a mountain, denominated Blue Morris, in consequence of its resemblance to a well-known mountain in Wales which bears that name.

These islands abound with terrapin, on and in the interior of the sandy beaches, and with loggerhead-turtle which resort to the land, at a certain time of the year, to deposit their eggs in the sand, which are hatched by the powerful rays of the sun. The terrapin resort to the low lands in the rainy seasons, drinking a sufficient quantity of water, at that time, to serve them during the dry season, which is six months. They then retreat to

high ground, in consequence of which the labor of the ship's crew, who go there to collect them, is great; as they have to pass through a thicket of bushes for a a mile or two before they can fall in with any of them.

Individuals have strayed away in these thickets, in search of terrapins, and not being able to find their way out, have perished there for the want of water. My sufferings in this particular, as well as those of some of my ship-mates, were great; and we at times were under the extreme necessity of drinking the blood of the terrapin, and even the water of the animal, with which they like the camel abundantly provide themselves for the season.

Having succeeded at last in obtaining a sufficient number of terrapin, we proceeded to the weather coast, to cruise for whales, in the approaching season. In the commencement of this season we took several large whales, which in the whole, made us 1200 barrels of sperm oil. Subsequently we cruised three months without seeing the spout of a whale. This ill luck unfortunately for us frequently drew our officers into the indulgence of the inebriating-cup, which had a tendency to excite their animal propensities, and they frequently became unreasonably peevish with the crew, which led to a general dissatisfaction and a final separation of the parties.

We had been five months at sea, and it was now deemed advisable to enter into port to refresh the crew and refit the ship, which was accordingly done. After having entered the port, and the ship being ready for sea, a circumstance occurred which resulted in the voluntary forfeiture of my voyage. It was occasioned by the desertion of one of the apprentices from the ship. This first became known to the second mate, who, without acquainting the captain, had the audacity to take it upon himself to chastise one of the crew, whom he accused, without any positive proof, of having assisted him to desert.

This act aroused the indignation of every man on board. Several of the crew immediately interfered, and a general row ensued, but which was quelled by the ap-

pearance of the captain on the quarter deck. To him the crew immediately applied for a redress from this gross injustice and violation of the civil law and human rights.

The captain not only refused to redress the present and past injuries we had received, but also refused to promise us future kind treatment, being at the same time under the influence of the inebriating cup. On hearing this refusal to grant us justice, from his besotted lips, the crew retreated to the forepart of the ship, to deliberate and decide on a suitable and justifiable course to be pursued by them. After solemn deliberation, viewing themselves in a critical position, they deemed it advisable to leave the ship in an honorable manner, if the captain would agree to their proposition. Having arrived at this conclusion, the crew immediately informed the captain of their willingness and desire to leave the ship and forfeit their voyage, rather than continue in her and be driven to the unpleasant necessity of taking the ship from him, and delivering her to the English Commodore at Callao, which otherwise would be done in consequence of his mal-treatment.

To this proposition the captain very readily agreed, and he immediately went on shore, leaving orders to prepare the boat to take us on shore. We commenced packing up our things and taking our chests on deck; but while engaged in this business, our captain returned on board with the port-master and a number of soldiers, to take us to prison. This malicious and evil-minded man had been on shore and misrepresented our case to the port-master, who being a conscientious man, chose to ascertain the truth by a thorough personal examination of the case, by the aid of an interpreter, whom the captain had provided. The interpreter was an Englishman, and a man of no reputation. This man misrepresented our case in such a manner as to leave no doubt in the mind of the port-master of our mutinous conduct.

This mean and villainous man, was undoubtedly bribed by our captain to misrepresent our case, in order to have us wrongfully punished, and thus indulge his re-

venge, which, to a wicked and malicious man, is a delicious morsel. But, fortunately, there was one among us, who understood every word that was said by the interpreter to the captain of the port, and who, to the surprise and astonishment of all then present, positively and successfully contradicted the infamous misrepresentation. After the interpreter had finished, I courteously addressed the port-captain, who was surprised at my good Spanish, and gave him a full detail of all that had transpired between us and the officers during the voyage, and the conclusion to which we had arrived in consequence of a refusal of better treatment, and the acquiescence of the captain to our leaving the ship. My relation, to which all the crew solemnly testified, affected the moral feelings of the port-master, a religious old man and a philanthropist, to such a degree as to draw out the sympathies of his moral nature, which he honestly poured forth upon our unfortunate heads by saying, "*pobiasitos*, *unastadoastes maltratados*," poor fellows, you have been maltreated.

Having finished my narration of facts, he turned to the interpreter, who had his malicious eyes fixed on me during my relation, and said, "I see no cause for imprisoning these men, and if the captain rather than use them kindly, as men who have always performed their duty with the greatest alacrity, as he himself acknowledges, prefers their leaving the ship, I shall not interfere with it." So saying he got into his boat, and proceeded on shore with all his assistants.

We then passed all our things into the boat, and went on shore, accompanied by two boys and the second mate, who were to take the boat back to the ship. We were permitted to lodge our things in the house of one Francisco, a benevolent and sympathetic Spaniard.

After having been on shore about two hours, we were all summoned by two alcaids or constables to appear immediately in the presence of the port-master, who was then waiting at his house to see us. We immediately obeyed the mandate, and proceeded to the house, with some anxiety as to the cause and result of this unexpected summons. We were conducted by the alcaids into

a spacious room into which the captain of the port soon came and addressed us in a fatherly manner by the appellation of sons. Said he, addressing me, "I have now to inform you that I am under the painful necessity of committing you all to jail for a short time by a special order which I have received from the Governor of this town." This declaration somewhat astonished us. We expostulated with him on the impropriety and injustice of the act, adding that if they took it upon themselves to imprison us and inflict personal violence without any just cause, we should be under the necessity of writing to the British Commodore then lying at Callao for his protection, who would immediately come to our assistance and release us and demand redress for our detention and imprisonment. He added that there would be no necessity for that, as the governor did not intend to injure us, but merely meant to confine us to satisfy our captain who had made application to him to that effect. He then advised us to submit to our temporary confinement for two or three days, pledging his word and honor that no violence should be done to our persons, and that he would see that we were liberated as soon as the ship sailed out of the port, and that after our liberation he would give us passage to Guayaquil where we could easily obtain a ship to sail in.

Seeing that there was no alternative, we reluctantly submitted to our fate, cherishing a hope that our unjust imprisonment would finally result to our future advantage. Accordingly we were imprisoned. We remained there a week during which time we suffered intolerably with thirst. This was occasioned by the scarcity of water in this town, there being neither well, spring nor fountain in it. The inhabitants were under the necessity of bringing their water on mules from the river Colong, which is nine miles from the town of Payta. As we were not allowed any thing by the town to sustain nature, we were under the necessity of purchasing our water and provision from the Spanish Indians, who took every advantage of us; and as we had no money with which to purchase the necessaries of life, we were compelled by actual ne-

cessity to part with the best of our sea clothes, the only decent wearing apparel we possessed.

The captain of the port honorably fulfilled his word by liberating us from the loathsome and filthy prison as soon as the ship had got under way.

I was now left destitute of all necessaries of life, in a strange land, whose barren surface and scorching sands, bore a strong resemblance to the deserts of Arabia. We had no prospect of obtaining employment by which we might gain a subsistence, as there was no business of any kind carried on in the place. We were in a suffering condition, but still it was not to be deplored as we had acted under the influence of high and honorable feelings. I had sacrificed $400 of my hard earnings, which was my just due, the value of my share of oil on board of the ship.

The captain, who was the sole cause of our sufferings and sacrifices, put over $3,000 of our hard earnings into the owner's pocket by compelling us to leave the ship contrary to the law of God, which requires us to do unto others as we wish to be done by. This evil practice is extensively, wickedly and designedly carried on by wicked men in all parts of the world. We remained after getting out of jail in Payta two weeks, during which time, through necessity, we were compelled to satisfy the cravings of hunger with one meal of boiled rice per day. Our bed consisted of the bare ground, which is the only floor that houses have in that town. At the expiration of two weeks an American ship arrived, in which by the intercession of the captain of the port, we obtained a passage to the city of Guayaquil.

On my arrival at Guayaquil I shipped on board of a sloop belonging to an English merchant, who resided there. I stayed in her three months and then shipped on board of the ship Louiza, a troop ship.

Previously to our sailing from this port, while on shore one evening watching for our captain, I came near losing my life by the ruthless hand of a Bolivian dragoon, who furiously attacked me, sword in hand, while standing on the bank of the river watching the boat. The villain acccompanied his desperate pass by the demand: "*Sa-*

calaplata englas o tamato!" take out your silver, Englishman, or I will kill you. This was his meaning, but in this he was soon brought to realize his mistake. I had been taught the science of the sword and the stick in my youth, while on board of H. M. ship, which in many instances of self-defence, subsequently I found to be useful, and particularly so in this case. It had been an established custom of mine since I had become acquainted with the malicious and treacherous disposition of the Spaniards and the strong hatred which they usually indulge against the English, to provide myself with some weapon of defence, having been unjustly assaulted by them on several occasions. On this I had the precaution of providing myself with the boats' tiller with which I carried off his pass and quickly struck him on his arm two blows, by which he was compelled to drop his murderous weapon. This was all done in a moment. But what greatly contributed to my success was the intimidation with which he was struck at the time he made his pass at me by my responding to him in plain Spanish: "*Picaro que staosta haciendo go ledare parte al Lebertador de sto.*" The meaning of this, is: rogue, what are you doing? I will inform the liberator of this. This undoubtedly had an influence to relax the power of his pass, as he did not expect that I could talk the Spanish language. I had but just possessed myself of his weapon, when he, finding himself defeated, called some person by name, and immediately another man stood before me, sword in hand and demanded the sword from me without hesitation. This I refused to do unless they would consent to accompany me to the American house. To this proposition they readily complied and we immediately proceeded to the house which was 100 yards from us. On our arrival there I left the sword in the hands of the landlord, with the instruction to deliver it up to him in the morning, provided he would promise that the like should not occur again. Here I met with the boat's crew, who had been indulging themselves with a glass of wine. With them I returned to the boat and soon after the arrival of the captain, we returned to the ship.

This city about this time was in a state of excitement,

caused by the daily arrival of the Colombian troops from the city of Quito, which were pouring in, in great numbers. The city squares and broad streets were continually thronged with drilling troops, both on horses and foot, and there was scarcely any thing to be heard for a few days, but the clashing of swords, the report of fire-arms, and the heavy trampling of the furious war-horse, accompanied by the reverberating sound of the war horns.

As soon as the troops were embarked, the expedition sailed with 6,000 men for Upper Peru, to vanquish the Spanish army, then commanded by the intrepid and invincible general, Cantarel.

The city of Guayaquil is situated on an extensive plain, the most of which is covered with woods. The city occupies its position by the side of the river, which extends forty miles from the city to the island of Puna, which is situated at its entrance ; at the north, it unites a branch of the Amazon, by the cities of Cuenca and Quito. On the east side of the river the land is level, and covered with wood as far as the Cordilleras. The several branches of the river, above the city, are navigable only by large canoes and balsas which bring down these branches the produce of the interior. The city probably contained 6,000 inhabitants ; it did not exceed this number at that time. From the city, at a distance of 12 leagues, your eye is met by the majestic view of Mount Chimborazo, which is the highest of all the Andes, and rises 21,000 feet above the level of the sea.

As soon as the expedition arrived in Arica, the army was landed without opposition, and immediately commenced their march for the cities of Cuzco and La Paz, which are the two principal cities in Upper Peru.

The two belligerent armies soon came within sight of each other. At first the royal army retreated, inland, in two divisions. This compelled the Colombians to separate their force into two divisions, pursuing them with full confidence of conquering. The royalists continued their retreat until they succeeded in drawing the Colombian divisions at such a distance from each other as totally to prevent the junction of their forces, when

attacked by them. They succeeded in their plans, attacked the divisions of the enemy singly and completely gained a victory over them.

The survivors of the defeated army were driven furiously back into Arica, and precipitately into the ships which sailed for Callao with a few hundreds of the remaining army, to tell the sad tale of their defeat. Beside these, there were 300 horsemen, under the command of General Miller, that escaped. The loss was estimated at between 4 and 5 thousand men. The failure of this army gave the royalists, as the fruits of their victory, the possession of Lower Peru, as far as Lima, which they took; and they obliged the citizens to ransom it, by paying $600,000.

On our arrival at Callao, being displeased with the customs and proceedings of the Colombian troop-ship, I left as the time for which I agreed had expired.

I then shipped on board of the Perseverance, an English schooner, commanded and owned by captain Mosby. In her I sailed for Panama, at which place we arrived, and took in part of her cargo of Havana leaf-tobacco and other goods, which were intended to be smuggled on the coast. We sailed for Peru, and in a few weeks arrived at the port of the city of Truxillo, which is denominated Guanchaco. We arrived late in the afternoon, and as our captain had business of great importance to transact, he immediately went on shore in one of the landing boats.

There were several vessels then lying in port, among which was the brig Nancy, a Peruvian brig-of-war, which had arrived there from Callao, with the Peruvian Congress on board, that had been under the necessity of leaving the capital, in consequence of the near approach of the royal army. Having made the vessel safe, all hands were sent to supper, while the mate kept the lookout on deck; the evening was very dark; no moving object could be distinguished or heard around us, but the rolling waves, the constant motion of the vessel and the roaring of the surf, which was breaking along the shore; when all at once, we were all alarmed by the mate's hailing a boat, which was close at the

vessel's side. The hailing of the mate was succeeded by the striking of a boat against the side of the vessel, and the noise of jumping on the deck, which indicated that the vessel was boarded for some unlawful purpose. In a moment after, several muskets were pointed and fired down the forecastle. The shot we fortunately avoided by retreating into the vessel's side. The pirates now commanded us, with horrible imprecations, in the Spanish language, to come up instantly or they would take our lives. We immediately obeyed the mandate and went on deck; and immediately ascertained that we had been boarded by 40 men, of all colors. They were part of the Peruvian crew of brig Nancy, which laid at no great distance from us.

It afterwards appeared that the crew had taken the vessel from the officers, and part of them, who knew our vessel to be a fast sailer, conceived the idea of taking her to the island of Chiloe, to obtain a Spanish commission and fit her out as a Spanish privateer, and thus make their fortunes by taking prizes along the coast.

As soon as we had ascended the deck, we were put under the care of a strong guard, while the rest of the ruffians were earnestly engaged in pillaging the vessel of every thing that they could conveniently carry off. Several of them went down into the cabin, broke open several boxes of silk stockings and of other valuable articles. They took the clothes of the captain, supercargo and mate, and lady Mosby's gold watch; these they divided among them. Lady Mosby was shamefully and indecently treated by the ruffians, who undressed before her and dressed in her husband's best clothes; and not satisfied with this, a colored fellow attempted to dishonor her virtue. This gross insult she indignantly resented, and declared he could accomplish his base purpose only by depriving her of existence.

The pirates having divided their booty, got into their boat and returned to their vessel, excepting 14 of them, who kept possession of our vessel, got her under way and steered her out of port. Having got at a considerable distance from the harbor, they hoisted out a small boat, about ten feet long, and in her they put sev-

en of us, including the captain's lady and thrust us from the vessel, to the mercy of the waves, without anything to row with to a place of safety.

We were now in a perilous situation, placed as we were in a very small boat, in which we could scarcely move for fear of upsetting her, at a distance of 4 or 5 miles from any vessel, on a heavy, rolling sea; enveloped in the midst of a dark, gloomy, foggy night, and which refused us even the least glimmering of a star to guide us to a place of safety. Being thus deplorably situated we tore up the few bottom boards, belonging to the boat, and used them as paddles to propel the boat into the harbor. At sunrise, after having toiled incessantly and passed a very unpleasant night, we arrived along side of an English vessel, which was lying there at anchor. By these pirates I lost 200 dollars and my clothes. The brig Nancy put to sea also, and was afterwards taken by the Congress, a Peruvian brig-of-war.

Captain Mosby, on his arrival on board the English vessel in which we were, in search of his wife, appeared to be highly excited in consequence of the loss of his vessel, and the abuse which his lady had received at the hands of the ruffians.

It was the intention of the pirates to put us to death, but by the interposition of our second mate, who was a Swede, and who for the preservation of his life, consented to navigate the vessel, we were spared.

After this I took a passage to Guayaquil, to obtain a vessel for the weather coast, but did not succeed on my first arrival there, in consequence of which I had the privilege granted me from the captain of making the vessel my home, until I could succeed in obtaining a voyage.

Two or three weeks had elapsed, since the capture of our vessel by the pirates, and no tidings was had of her from any quarter, until one day, quite unexpected, the captain of the vessel brought the news on board, of the capture of the pirates, by a guard of soldiers, from Guayaquil, headed by the captain of the port. This news was soon verified by the arrival of the schooner Perseverance into the port. She was found off Dead

Men's Island, a short distance from the mouth of Guayaquil river.

According to the relation of the second mate, the pirates, after putting the vessel to sea, steered for Chiloe, but on examination of the quantity of water on board, ascertained that it was insufficient to carry the vessel into that port.

This disappointment gave rise to a variety of opinions as to the best mode of operation for their future safety; and knowing that they could not succeed in obtaining water in any port on the coast, without being detected, they came to the conclusion, by the advice of the second mate, to take the vessel near the mouth of Guayaquil river, take the most valuable articles into the boat, and scuttle the vessel. Having put this plan into operation, and gained the desired spot, they scuttled the vessel, and proceeded in the boat up Guayaquil river, and landed in the thicket at a short distance below the fort. The second mate by these means obtained an opportunity to stray away from the pirates in the midst of the thicket, and in a short time arrived in the city, and gave information to the captain of the port, by whose orders they were taken and brought prisoners into the city; and after a short trial they were condemned to be shot on board of the vessel, and hung to her yard arms, which sentence was speedily carried into effect.

After the arrival of Capt. Mosby from Lima, and the execution of the pirates, I again shipped on board the vessel, which had been brought in safely, and sailed in her for Callao.

After our arrival at Callao, having remained there several weeks, we took in more cargo for the weather coast, and sailed on a smuggling voyage, which we continued six months, during which time we were exposed to a multiplicity of dangers, by night and day, which arose from the nature of the voyage. On our arrival at Callao from the weather coast, we found the castles in possession of the Spaniards, who in consequence of the late victories had got possession of the coast as far as Lima, and who, at the time of our departure, were near Lima with an army 3,000 strong. After discharging

our cargo the crew left the vessel, and I, suffering myself to be over-ruled by them, left her also, to my sorrow.

I went on shore in a strange place, and among strangers, from whence I was under the necessity of going to the city of Lima to receive my wages. I left that place for Callao on the following day, after having taken a view of the city. The capture of Lima and Callao by the Spaniards, was succeeded by a depression of business, in consequence of which it was difficult to obtain a ship, and I was under the necessity of residing on shore, until I was favored with an opportunity of shipping. While on shore the Peruvian squadron arrived in the bay, and all communication with foreign ships was cut off.

The Spanish general, Rodril, anticipating their design, made suitable preparation for their reception, by filling the vessels with soldiers every night, to prevent their being boarded by the enemy, whose intention was to take them or set them on fire.

One night the enemy's boats to the number of twenty appeared in sight of the Spanish guard-boats. The alarm was immediately given, and many of the citizens of Callao assembled on the sea border to witness the engagement which was expected soon to commence.—Just at this time, when all was in a bustle, the captain of the port, with a strong guard of soldiers, commenced pressing all the native stragglers and foreign sailors that he could find in the town, and I unfortunately was taken among the rest, and conveyed to the brig of war Pasualla, to work her great guns during the action. This was harsh treatment, received at the hands of those who, according to the law of nations, had no right to force us into their service to fight the battles of their country; but it was done in the middle of the night, in the midst of confusion, and no notice was taken of it.

We had not been on board many minutes, before the shipping commenced firing on the castles, in order that their armed boats and gun-boats might escape notice, and thus afford them an opportunity to shun the fire of the castles and get in among the shipping, where they would be protected by the ships; but in this they were

deceived. General Rodril was too old a warrior to be deceived in this manner. Instead of returning the ships' fire, he took no notice of it, but reserved his fire for the boats, on whom he opened a dreadful fire, but in consequence of the distance and the dimness of the night, the firing did not take effect, and the enemy's boats finally succeeded in gaining the shelter of the shipping. The battle was now commenced with mighty fury by the gun boats of both parties, and long and loud did the fierce cannon roar, while repeated volleys of musketry alternately succeeded each other. Finally the enemy succeeded in driving the Spanish gun-boats from their position farther in toward the shore, and in consequence of this movement, our vessel, being the very one they most desired to cut to pieces, was furiously attacked by four gun-boats and several other boats; but after a long and obstinate conflict, they were repulsed. After three hours of hard fighting the enemy retreated with great loss of life, and without a single prize.

The bloody conflict being over, and daylight having appeared, we were liberated from the vessel, without even a "thank you," for having exposed our lives for their protection.

This repulse gave a sudden check to the operations of the Peruvian squadron in Callao, and they sailed for the lee coast a few days after the battle.

The Spaniards now commenced fitting out several vessels of war, among which was a brig denominated the Constant, which was fitted out as a privateer, and a great bounty offered to obtain a crew for her. She was considered by the foreign sailors to be a suitable vessel to ship in, as in all probability she would take a great many prizes, which would result in the prosperity of the crew. A number of English sailors immediately entered on board of her for six months, and among them were several of my ship-mates, who over-ruled my judgment, and enticed me to enter also.

The vessel being ready we received our bounty, and sailed for the weather coast on a cruise, in which we spent five months, during which time we took three rich prizes, which arrived safely at Callao, and which would

have rewarded each man with $3,000, had we received our just dues. After this we returned to Callao and narrowly escaped being taken, as we run into the harbor by a Peruvian frigate which had returned during our absence. Several shots were exchanged between us and the frigate, but without effect.

Admiral Guise was so exasperated at our escape that he followed us under the batteries and fired several broadsides at the castles and shipping.

After this we remained in Callao refitting and awaiting the arrival of the Spanish 64 and a large sloop-of-war brig which had arrived in Chiloe from Spain and was daily expected to arrive at Callao. After the lapse of a week the vessels arrived. A week subsequent to the arrival of these vessels Admiral Guise, who had been under the necessity of leaving the harbor, in consequence of fear of being attacked by them, now arrived off St. Lorenzo, was reinforced by five smaller vessels, with an intention of attacking the Spanish squadron which was then only waiting for the 64 to refit and recruit her crew after her long passage from Spain.

The squadron at length being ready, got under way one calm and foggy night, with a special design to bring the enemy to an action within the bay of Callao, which if it had been accomplished, must have resulted in the complete capture of the Peruvian squadron. But their squadron being to an anchor with all their sails up, seemingly in readiness to escape, and the fog clearing away at sunrise, the Spanish squadron was exposed to view of the enemy, who finding themselves upon the eve of being attacked in the bay, immediately slipped their cables and put to sea, but were closely pursued by the Spaniards arrayed in line of battle. We were now without the bay, the enemy still continued in line of battle, half a mile distant on our lee bow, and not a gun had as yet been fired by either party. The fog which by its clearing away in the bay had been the means of the enemy's escape was so dense out of the bay that it was impossible to discern a vessel at a distance of 100 yards. The enemy thinking to surprise us, took the advantage of the density of the fog and put about, expec-

ting by this means to gain some advantage over our small vessels, but in this they were disappointed,being discovered in time,their designs were prevented. Several tremendous broadsides were exchanged in a few minutes as they passed within hail under our lee. Our squadron soon went about in pursuit of the enemy which was then standing in shore. As soon as we went about they bore away. In about an hour after this the sun shone forth in its full vigor which completely dissipated the fog, by which for some time the enemy had been hid from our view. They were now seen lying to, about a mile to the leeward of us. We immediately bore away for them, who waited for us until we came within grape shot of each other. The battle now commenced by the two larger ships in great fury. In a short time the enemy's line was broken, after which they bore away with the loss of the frigate's mizzen-mast. They were closely pursued by us the whole of the day, during which a continual firing was kept up on both sides. The frigate suffered considerable from our fire, having been several times raked by our brig,which occasionally came up near to her and discharged the long 24 pounder into her stern, which carried destruction and confusion before it. Having failed to bring the enemy to a decisive action, we returned to Callao to repair damages. Here I left the brig, my time having expired. I resided on shore several weeks not being able to obtain a ship.

During my residence on shore two battles were fought by the Spaniards and Patriots, as they were called, near the walls and in the city of Lima, in both of which the latter were severely defeated by half their number. The second of these battles, which was conducted by General Rodril, in person, I had the opportunity of witnessing from the first onset to the last of the disastrous retreat of the defeated, who were closely pursued through the streets of Lima and slaughtered without mercy. This battle commenced near the half way house from Lima to Callao. Opposite to this house is a large hill which bears a small observatory on its summit. At the base of this hill the Spanish army which had retreated from Lima, were concealed awaiting the approach of the enemy, who

were marching triumphantly through the city of Lima toward Callao. Near this hill the progress of the enemy was arrested by the first onset of the Spanish troops. Both parties of foot were fully engaged when General Rodril mounted the half-way house with a spy glass in his hand, from which he had a commanding view of the field of battle. Having anticipated from the advantageous position of his troops the speedy retreat of the enemy, he immediately detached two companies of hussars to cut off their retreat to the nearest gate of the city. Soon after this movement, the enemy's body gave way before a heavy discharge of the artillery, and at the same time their wings were turned, and before they could recover, a general charge of the infantry completely routed the whole army, which being now in full retreat, an attempt was made by the cavalry to cover the retreat of the infantry into the Chorillos gate of the city, but being unable to resist the impetuosity of the Spanish horsemen and the discharge of the flying artillery they gave way and mixed in with the infantry in their retreat. A general slaughter now ensued by which over 600 lifeless bodies were scattered across the pampas which surrounded Lima. The survivers were pursued to the neighboring mountains with slaughter and desolation in their track.

The trophies of the battle were brought into the castles of Callao, and consisted of 1000 stand of arms, 100 prisoners and 300 horses.

A few days subsequent to the battle I shipped on board of the brig Robert of London, and sailed in her to the Chorillos, at which port we stopped during the continuation of the siege of Callao, which was 17 months, and after the capitulation of the besieged castles we returned to Callao.

The besieged fortifications of Callao were the last of the Spanish possessions in Peru that were conquered by the Patriots. The extraordinary obstinacy and intrepidity with which the besieged General Rodril, defended the fortifications to the last moment, together with his honorable capitulation, has no parallel in the history of warfare. From this conflict the republics of South America have arisen. Rodril was highly worthy of the

trust conferred on him, and the honor which his country bestowed upon him at his return to his native land. He was besieged by 6,000 men who were intrenched within hail of the castles and who were provided with several strong batteries erected at Villa Vista. Beside this he was besieged by ten ships of war. To oppose this force he had 1,500 men, and yet his enemies with all the odds and advantage which they possessed were unable to subdue him by force of arms. So great were the distresses and sufferings of the besieged, in consequence of the deficiency of food and water, that they were compelled to subsist on their horses as long as they lasted, and toward the latter part of it they drank spirits to quench their burning thirst. Hundreds of them paid the last debt of nature and their bodies were consigned by their comrades to the gloomy vaults of the dead. It was frequently the case that the soldiers took their pillows and walked into the silent vault and there laid down to sleep the sleep of death. I saw many lying in the vaults in this position after the capitulation of the castles. Eleven hundred out of the 1,500 which were first besieged were consigned to their mother dust, during the continuance of the siege.

Lima is an extensive city, built upon a plain at the foot of a mountain and it is situated seven miles from the port of Callao. It exhibits a beautiful prospect to those on ship-board in the harbor. Its many towering steeples from which the bright rays of the sun are reflected, adds grandeur to the beauty of the scene. The streets of this city are wide and long and the houses in general are large and airy. There is a small river running through one side of the city, which flows from mountains covered with snow and ice, by the melting of which it is continually fed. From this river there are three small streams,which are connected through the centre of three different streets. Its population previous to the wars of their revolution was estimated at 70,000, but in 1824 it was reduced to 30,000.

Having now been five years from my native land, and having a desire to return, I shipped on board of the brig Junius, bound to Liverpool.

We sailed from Callao for Arica where we took in twelve tons of silver and then sailed for Liverpool, at which place we arrived in safety after a narrow escape of being lost at sea. The brig broached to while running under close-reefed top-sails, and came near going down stern foremost.

Four days after my arrival in Liverpool I was taken down with a severe fever by which I came near the grave. While in the hight of my fever, I was robbed of £70, all that remained of my five years and a half labor. The money was deposited by my physician with my landlord, a religious old man and he deposited it in a bureau draw in the room in which I laid. The robbery was committed by a young man who came home in the vessel with me, to whose necessity I had bountifully administered since we had been on shore, he being penniless and destitute. He decoyed my landlord's eldest son as his accomplice in the crime. The rogue was soon discovered by the lady of the house who had free access to my money to provide such things for me as the physician directed. She immediately sent an officer in pursuit, who in the course of two hours succeeded in apprehending my ship-mate, who gave information of his accomplice. He was pursued but without success, having made his escape to London, and there being no measures taken for his pursuit he escaped the hand of justice. Out of the $350 which was taken $50 was recovered by the detection of my ship-mate which I did not receive until subsequent to his trial and conviction, and with half of this sum I rewarded the physician for his attendance on me.

On my recovery, in the hight of my distress, I wrote to my landlady in London, to whom previous to my leaving England I had given power to draw my voyage, which was pending in the court of chancery, in hopes of receiving a satisfactory answer relative to the wages of a former voyage. But instead of answering me to the purpose, she advised me not to come home as the times were hard, and added that they all wished to see me very much. There was something peculiar in this answer which led me to suspect that she had received the remains of my voyage and appropriated it to her own use.

I immediately proceeded to London and on my arrival at the old lady's house my suspicion was fully confirmed by the acknowledgemeut which she made to me of the payment of $450 which was the balance she had received of my voyage. What her intentions were in writing to me thus I leave the reader to judge.

On my arrival in England I flattered myself with the idea of staying in my native land, at least one year, and apply myself to the improvement of my mind, but instead of this my hopes and designs were frustrated, by being unfortunately deprived of my earnings by dishonest and wicked men, in consequence of which I was reluctantly hurried, through necessity, once more on a whaling voyage.

Being under the necessity of continuing my sea-faring life, which I ever detested, I shipped on board of the Hibernia, bound on a whaling voyage on the coast of Japan.

CHAPTER XV.

Leaves London ; arrival at New Zealand, and description of the natives ; Cannibalism of the New Zealanders ; cruises off the Navigator isles ; description of the natives ; description of the Duke of Clarence and York's isles ; two races of the natives ; trading with the natives ; cruises off the King's Mill Group; cruises off Mathew's isle ; warlike and hideous appearance of the natives ; design to take the ship ; cruise off the New Hebrides ; appearance of Santa Cruz ; lands on a volcanic isle ; cruises off Solomon's isle ; dangerous attack on a canoe ; loss of life ; ten war canoes come off to attack the ship ; raises a school of whales; the Alfred's boats and ours are attacked by two fleets of canoes ; loss of her captain and second mate ; the natives repulsed by our boats and two boats stove ; the author stands on the whale's head ; the whale takes the author's boat off while the crew are in the water hanging on to her ; cruises off Isabel isle ; attempt of the natives to take the John Bull ; discovery of a deep bay ; the ship is attacked by two or three thousand natives ; defence of the ship and slaughter of the natives ; arrival at Guana isle ; description of the natives and manner of living ; sails by the Ladrone isles ; Volcano ; arrives at Japan ; cruises along the coast ; visited by Japanese fishing boats ; boarded by Japanese junks ; departure from the Japan seas ; a Lascar escapes from the natives and gains the ship ; the loss of his vessel and his captivity ; the crew eaten by the natives ; mode of roasting their victims ; arrives at the New Hebrides ; the natives sieze two of the ship's crew ; departure of the ship and the loss of two men ; colored men with yellow hair ; discovery of the island where the French ship L'Empereur was wrecked ; arrival at the isle of Rotemah ; description of the natives ; three men desert the ship and remain on the island ; arrival at New Zealand ; war of two powerful tribes ; war dances and temporary peace ; invasion and landing of the Whorowrorians with their war canoes ; preparations for defence by the Kivakivians ; battle of Crorica ; landing of the missionaries in the midst of the battle ; their exposure,

interposition, and fearless resolution to appease the natives; defeat of the Whorowrorians; landing of the author; departure of the Kivakivians and burning of their town; the Whorowrorians reinforce their tribe; again invade the Kivakivians with 100 war canoes carrying 1,500 men; their war dances on approaching each other; the Whorowrorians are dismayed and dare not attack them; interposition of the missionaries and sea captains.

TWELFTH VOYAGE.

The ship being ready, we sailed on our passage round the cape of Good Hope to New Zealand, where we arrived after having enjoyed a pleasant passage. On our arrival in the harbor of Crorica, the deck of our ship was crowded with natives of all ages from the shore, who came to trade with us.

When I first beheld these natives, my attention was much attracted by their fierce and rude appearance, their large, brawny, rugged and naked forms, exposed to the inclemency of the weather, strangely contrasted with European manners. Shortly after, being totally unacquainted with their customs, while on shore, I was greatly alarmed by several natives, with fire-arms and war-clubs in their hands, who came running toward me. They run vehemently to the very spot where I stood, and instantly formed, two deep, and commenced a terrific war-dance, accompanied by the most hideous and stunning yells that was ever heard, by any civilized being. Their yells echoed from hill to hill, around the bay, and were accompanied by throwing up their fire-arms and war-clubs into the air as a demonstration of great joy at the arrival and landing of the Queen from Cavacaway river. This old Queen, whom they delighted to honor, was the widow of a celebrated chief, who was by the English denominated King George. He had been treacherously killed a few days previous to our arrival in Sookyanna, while in the act of making peace with the tribe belonging to that place. His death was much regretted, and lamented by his numerous friends and the tribes in the bay of islands; and particularly by the

English, as he afforded them protection from native violence. This was owing to the progress which civilization had made in his mind, during his residence in the city of Sidney, New South Wales.

While we were lying at Crorica, a circumstance occurred among the natives, which goes to illustrate the ferocity and cannibalism of the New Zealanders. An inferior chief had recaptured a female slave, who had run away several times; and according to the severity of their peculiar laws, she was suspended by her master from a tree and shot by him. And then, by the custom of the New Zealanders, she was roasted and prepared as a delicious repast for the tribes to feast on. This is also done to inflict a greater degree of punishment on the victim than death, and to convey terror to their enemies.

Having abundantly supplied the ship with wood, water and potatoes, and thirty hogs, for which we gave some muskets and gunpowder, we sailed toward Tongataboo island, off which we cruised three days; but not meeting with any whales, we bore away and sailed through the midst of Tonga islands, which are very low and scarcely to be seen above the level of the sea, from the vessel's mast-head at a distance of 10 miles. We were informed by our captain, that the natives of these isles were in the most barbarous state of cannibalism; and therefore their shores were to be approached only on the peril of being roasted and immediately eaten.

Having passed by these islands, we soon arrived at the Navigators, off which we cruised several weeks, without meeting with any success. While cruising off these islands we were visited by a number of natives, who came off in their canoes, with all kinds of the choisest fruits to trade with us. They were handsome, and proportionably formed in every respect. Their bodies were richly decorated with the handsomest tattoo that my eyes ever beheld, while their hair grew straight upwards, caused by the continual practice of combing it up. The sun of civilization had just commenced its dawn among them, and by recent information, there is reason to believe that they have been much improved, both in man-

ners and morals, since that day. Missionaries are now among them.

Having unsuccessfully cruised off these islands, we proceeded toward the King's Mill Group, and touched at the Duke of Clarence, and the Duke of York's islands, on our passsage, merely to trade with the natives. The first of these islands was a small sandy bank, about a mile in circumference, surrounded by coral reefs. It was covered with cocoa-nut trees, and was scarcely above the level of the sea.

We were surprised when we first beheld it, and were at a loss to know how so many human beings could obtain a subsistence on a mere sandy spot, and especially as it appeared to be lonely in the midst of the mighty deep. But subsequently, we became fully acquaitned with their means of subsistence, which consisted of cocoa-nuts and shell-fish; the latter they obtained from the coral reefs.

As soon as the ships approached the island sufficiently near, a number of large canoes, filled with natives, came close to her and exhibited a white cloth as a signal of peace, and desired to trade with us. We exhibited a similar signal, and made signs of friendship to them. They immediately came along side and on board of the ship. Having gained admittance to the ship, they according to their custom,—to confirm the friendship which had been manifested by signs—insisted on touching noses with each member of the crew. To confirm our sincerity, gratify their desires, and appease their fears, we readily agreed to this, and accordingly went through the ceremony of touching noses with the natives.

The chief article of trade which we possessed was iron-hoops, cut in six-inch pieces, for each of which, we generally obtained in many of the islands a dozen of cocoa-nuts or any other kinds of nuts or fruit.

When we first beheld these natives, we were surprised to discover two races of men among them. The Malay or Asiatic race, which inhabit all the Asiatic isles, and another race of men which much resemble the Spaniards. Their complexion was nearly white: their

hair which was light and long, was inclined to curl. They were much larger in stature than the Malay race, and wore long beards, while the others exhibited no signs of this outward distinction of man.

There is no doubt but this race of white men had their origin in these islands from ship-wrecked Europeans. And what goes to confirm this supposition, is the fact that this mixed race is totally confined to these islands; for among all the ranges of the Asiatic islands and the many thousands of natives seen, we have not been able to trace the least resemblance to this class.

Having finished our trading at these islands we proceeded on our passage, and in a few days arrived at Kings' Mill Group, off which we cruised several weeks and succeeded in obtaining 300 barrels of oil.

After the expiration of the season at these islands, we proceeded to Matthews island, off which we cruised several days. The natives appeared to be frequently engaged in war with each other, as they exhibited marks of great violence upon their naked bodies, inflicted by implements of war, which could be none others than those with which they were abundantly supplied, and which consisted of straight hard-wood spears, with four rows of sharks' teeth firmly fixed in the same shape as the teeth of a saw.

One morning, the ship being becalmed, we were surrounded by 3 or 400 canoes, each of which contained five natives. A number of them traded with us, while the others rowed round and round the ship apparently looking at us, as though they would make us their prize. By their singular proceedings we anticipated that they had a design on the ship. To defeat them we immediately exhibited our naked lances and spades, and this seemingly had the desired effect in counteracting their designs, and shortly after they dispersed and returned to the shore.

These natives exhibited the most hideous heads of hair ever seen on human beings. It was long and woolly and grew upwards; and apparently, by being constantly combed in a circular form, it had become in the shape

of a bee-hive and was nearly as large as a half bushel measure.

Having unsuccessfully cruised among these islands, we proceeded to the Mulgraves, Culverts, Browns, and Rangers, off which we met with no better success.

From this we proceeded to the New Hebrides, at which we arrived and cruised off Santa Cruz, which is the largest, it being 15 miles long. The island, from one end to the other, is a long mountain, covered with bushes and trees. It contains several valleys, which widen as they descend from the summit of the ridge. These valleys are occupied by several distinct tribes, which occasionally are at war with each other. This appeared to be the case with two of these tribes, at the time of our cruising there. We were eye-witnesses to an engagement which took place between two fleets of canoes, close to our ship. This happened immediately after we had finished trading with the natives of one of the valleys, who had come off to us in 15 canoes. We had been observing their motions while the officers were trading with them; and we perceived that some of them were continually on the lookout toward the shore, when all at once they precipitated themselves from the ship into their boats and paddled quickly for the shore; and on looking to ascertain the cause of their hasty departure, we discovered a fleet of canoes, coming off from the other valley. The two parties engaged as they passed by each other. A number of arrows were sprung from their bows, without effect for a short time, and then they proceeded on their way to the shore.

At the distance of 16 miles from this island is a volcanic island, about 4 miles in circumference, rising to the hight of 1,500 feet above the level of the sea. We were much amused by the nightly illumination, which this lofty volcano frequently exhibited to our view. Its summit was crowned with scarlet flame, and showers of red hot stones could be seen rising from the crater, falling and rolling from its summit to near its base, which was abundantly ornamented with cocoa-nut trees.

We had the pleasure of rowing round it, and of landing in several places to obtain cocoa nuts, but were un-

successful in our efforts, the nuts having previously been picked by the natives from the neighboring islands, who, it appears, occasionally visited the venerable mount.

Santa Cruz contains two distinct races of men, the Malay and African, whose noses are ornamented with three shell rings; their ears, which are stretched three inches beyond their natural length, have a large slit cut in them, sufficient to admit a hen's egg, which is filled with rings and beads. The Malay race wear white hair, bleached by some process; they are fearless, active and sly, which make them objects of suspicion. Notwithstanding their friendship while on board of ships, they will sometimes rise on the ship's crew. This was attempted on board of the Alfred, of Sidney, but their designs were discovered, and many of them lost their lives in the attempt. Having unsuccessfully cruised three weeks off these islands, we proceeded to the Solomon isles to take the sperm whale season there.

On our arrival at the south end of Malanta, being near the shore, a number of canoes came off to see the ship. Some of them exhibited bunches of bananas, and we, being desirous of obtaining some of this delicious fruit, exhibited signs of friendship, and manifested a desire to trade with them. But our honest manifestations failed in the desired effect on their jealous and uncultivated minds. Soon the canoes returned to shore, and we made sail on the ship. In the afternoon a canoe, with eight natives, came very near us, and manifested a great desire to trade, but their jealousy finally over-ruled their desires. Our captain, who was anxious to cultivate friendship with them, had embraced the idea that if a boat was lowered down they would be more likely to trade with her than the ship. Accordingly he commanded a lee boat to be lowered slily. The natives immediately perceived the movement, and in a moment sprung their bows, and several arrows fell on our quarter-deck, one of them within two feet of the captain, which had the effect of raising his ungovernable temper to the superlative degree, and not exercising moral courage to suppress it, he immediately hurried the boat in pursuit of the canoe to take revenge. I immediately perceived

the danger to which we were to be exposed by this rash and unwise course, but being one of the crew, and not wishing to be stigmatized as a coward by my ship-mates I reluctantly went into the boat with a full view of the danger before my eyes. We shoved off from the ship in hasty pursuit. There was a heavy sea and a strong breeze at the time, and the natives were paddling with all possible speed before the wind toward the land.— Soon we discovered the necessity of putting up our sail, as the canoe moved with a greater speed than our boat. Having done this we soon came up within a short distance of her. The natives still continued their flight, using the greatest possible exertion, and at intervals firing arrows at us; but in consequence of the strong wind, and the roughness of the sea, the arrows being light, were prevented from performing execution, and they fell astern, or on either side of us. The canoe, finding itself closely pursued, and having no hope of escape, gave up, and threw itself across our bow, each man seizing his bow at the same time, waited for us to near them in order to make sure of their aim. Our backs, as we were rowing, were toward the natives, and this gave them an opportunity to kill every one us, before we could approach them, as we had no means of attacking them at a distance, having but one musket, and our cartridges being expended. Now came the test to those who were so eager of pursuit. The mate, seeing his life in imminent danger, immediately rounded the boat to avoid the danger which was staring him in the face, and the natives seeing this, immediately renewed their flight.— We had scarcely taken down our sail when we perceived that the ship was upon us, and immediately took hold of her and hoisted in our boat. The ship, being under a press of sail, had come up with the canoe, and several of the crew were engaged in firing at the natives in it; and it is with regret I have to record, that out of eight of them only three survived the attack made by our captain.

Having put the ship on the other tack, we fired off our cannons at ten large war canoes, which had come off to the assistance of the one which had been pursued by us. The immoral and inhuman conduct of our captain,

in this case, is deserving of the highest censure. He not only deprived five unfortunate beings of life, without having committed a sufficient crime, but he violated the law of God, which says, "Thou shalt not kill." He also wantonly endangered our lives, for had we been taken by those canoes, we most undoubtedly should have been slain, roasted and devoured by them.

Not being able to discover any whales off this end of the island, we proceeded to the other end, where we arrived on the following day. We stood into the bay and proceeded close in shore, until we discovered a beautiful harbor, from which ten large war canoes sailed out to attack us. At first we imagined they were coming to trade with us, and accordingly hove the ship to, to wait for them; but on approaching within grape-shot, they stopped all at once and stood up, flourishing their war clubs in the air, which was considered a hostile sign. At this our captain commanded the cannon to be fired at them. It was loaded with cooper's rivets, and made a great scattering among them. They were so suddenly struck and confused by the report of the gun, that they did not know how to direct their canoes toward the shore, and for a few minutes paddled them round and round, but at last they recovered their minds, and retreated with all possible speed. Some weeks after this, we raised a large school of whales, out of which we took seven large whales, and while in the act of killing them, we saw two large fleets of canoes; one fleet was close to the ship Alfred's boats, two miles in shore of us; the others were making their way toward us. From the ship they saw the canoes among the boats, but could not discover what they were doing. Soon the fleet of canoes which kept on toward us, came near and commenced a dreadful shouting, intermingled with loud and terrific yells, which were sufficient to carry dismay to our every heart. At the same time they commenced firing arrows at us. We had been watching their movements for some time, and being apprehensive of their coming to take the whales from us, we had prepared our lances in case we should be attacked by them. Our boats being provided with a musket and fifty rounds of cartridges,

each, opened a fire on them by which they were terrified and scattered, and with precipitance proceeded toward the shore. We pursued them for a short distance, firing at them, which caused them to redouble their speed for the shore. Several of them were killed and wounded by our fire as the just penalty of their aggression. The other fleet of canoes, having attacked the boats of the ship Alfred, we learned the next day that several of the natives were killed in the engagement; but what was more lamented by us, several of the crew with their captain fell in the conflict, and the ship came very near being taken. In consequence of this disaster, the ship was under the necessity of returning to Sidney with a broken voyage.

We had been cruising here several weeks and had escaped every danger; but our good fortune was reversed by an unlucky incident, which occurred to our boats while closely engaged in a school of whales. One of the boats was completely cut asunder and the crew was taken up by the captain's boat. The whale which had occasioned this misfortune, had two lines fast to her, to save which our boat was ordered to fasten to her. She was going swiftly through the water and we were rowing with all possible speed to get up with her. The whale went down close to us and we continued rowing in her wake in order to strike her on the next rising; but all at once, without any warning, we were overset by her head; and not being satisfied with this, she continued bumping the boat with her head for some time, as though determined to finish us. The next man to me and myself jumped upon her head and stood there for a moment while she was a bumping the boat. The whale now left the boat and we with difficulty succeeded in regaining the bottom of the boat. The whale laid for a few minutes with her whole length out of water, and about 10 feet from us, and then proceeded ahead, taking our shattered boat with her, at the rate of four miles per hour. Each one clung to the boat as the only hope of life. We were in a most deplorable condition and in the highest conceivable degree of danger, and at the rate that we were then going, one halfhour would have de-

cided our fate forever, as it was now nearly sun-down and we had lost sight of the ship and only in sight of one boat, and she had the stove boat's crew on board of her. Had we lost sight of this boat, we must have perished in the midst of the mighty deep.

Being thus situated and death staring us in the face, it was apparent something must be done to extricate the boat from the whale; and this could only be done by cutting the line. To accomplish this object we had to obtain a knife and not one of us had one in our possession. We were now under the necessity of turning the boat over, which we attempted 15 times, as she was going through the water to obtain a box knife, to cut the line. There was now another unforseen calamity which presented itself to our view. Both the knives had been washed away, and the next thing that we had to depend upon was the boat's hatchet; if we had failed in this, we must have gone forever, but fortunately for us, the hatchet had been made fast. With this we finally succeeded in extricating ourselves from the whale, and then remained on the boat until we were picked up by the captain's boat which had now three boat's crews on board, the oars and two stoven boats astern of her; and in this manner we proceeded to the ship which was five miles to the leeward of us.

Some weeks after this, we sailed over to Isabel island, which is about 30 miles from Malanta. We cruised several weeks along its coast and were often visited by its natives, who generally came off in their large war canoes to trade with us. The general aspect of these natives is bold and daring. The hair of the young men is generally bleached, perfectly white, but those of middle age, have their hair divided into four quarters, and each quarter is a different color, as white, red, black and yellow.

Soon we were favored with an opportunity of learning the treacherous disposition of these natives, by an attempt which they made to take the ship John Bull, of Sidney, while lying becalmed at a short distance from us. Over 3,000 natives in their war canoes were around our ships at one time. Many of the canoes were along

side of the John Bull, whose decks were soon covered with natives, who apparently soon became deeply engaged in trading with the crew. While thus engaged, one of our mast-head men discovered the natives putting their war-clubs in her main channels. The alarm was immediately given by hailing the ship. This surprised her crew, who instantly drove the natives from the ship's decks into their canoes. It was probably their original design to take both ships, but finding ours too high to accomplish their designs, they declined meddling with us, and directed nearly their whole force to the John Bull, she being a small ship and low in the water.

A few days subsequently to this we sailed for the other end of the island in search of whales, and not meeting with any off shore, we sailed in toward the land. Having got near a small island close into the shore, we discovered a large bay from our mast-head, full of whales. The entrance was narrow, as the island was in the centre of its mouth. Our captain being over anxious, had entertained the idea of venturing the ship in this unkown bay, if the natives, with whom the island and the shore were then lined, manifested signs of tranquility. But soon he had great reasons to banish this idea from his mind. The natives, seeing the ship becalmed and close to the shore, kept coming off in their large and small canoes until there were two or three thousand around the ship, but not one of them attempted to come near us, or exhibited signs of friendship. Perceiving by their actions that their intentions were hostile, we immediately got up our arms, loaded our guns and swivels and stationed several armed men in each top, while the rest were engaged in fixing old sails round the ship to prevent the natives from boarding us. By this time the natives had formed their canoes into a large ring, which completely encompassed the ship; they kept constantly paddling round us in this position, leaving several small canoes out of the ring at each time they went round, thus making the ring smaller and smaller and drawing nearer to the ship. After having paddled round the ship several times, their ring which was now composed of large war canoes, being sufficiently near for their arrows to reach

us, they commenced shooting arrows and slinging stones, which fell in and against the ship by showers; at the same time they made tremendous and terrific yells, which struck the ear with horror and dismay. Amidst this hideous and dismal event our hearts continued buoyant and undismayed, being well aware that it would be impossible for them to board us. They still continued to shoot their arrows and to make their terrific noises, nearing the ship at the same time, thus exhibiting a bold determination to take the ship. They had approached within 60 feet of us when our captain commanded us to to be ready; "*ready*" was the immediate response of every man. "*Fire!*" was the word of command. The command was instantaneously obeyed by the discharge of six swivels and 2 guns, loaded with grape and canister shot. This discharge was followed, while the cannon and swivels were loading, by a discharge of 30 muskets from the tops and other parts of the vessel. These discharges were quickly followed by 4 more which overtook them before they could succeed in getting out of the reach of the grape shot. The effect produced was tremendous; 15 large war canoes were totally destroyed and most of their crews. Their loss was estimated at 200 men and as many wounded. The scene of confusion and destruction which our first fire produced among the natives was at once lamentable and laughable. Many of the natives lost their paddles, and being so terrified by the unexpected roaring and destruction which our cannon produced, that they did not know what to do or how to make their escape. In this confusion they paddled one against the other and some of them round and round having all their paddles on one side of their canoes.

Shortly after the encounter a light breeze came off the land and conveyed us to the offing where we cruised several weeks and took in 300 barrels of oil.

The whale season being over at this island, we proceeded to Japan to take the approaching season there. On our passage we ran through the midst of the Caroline isles, continuing our course until we arrived at the Island of Guam, a Spanish island and the largest of the

Ladrones. It was expedient for us to put into this port to recruit the ship with fresh provisions. The island of Guam is nearly 100 miles long. It is high and mountaneous and its surface is covered with woods. Its chief produce is rice and cocoa nuts, and these are scanty, not being sufficient to sustain its population, which are often in the winter season in a state of starvation. The island, in former years, abounded with deer, but since it has become a Spanish colony, the introduction of firearms has nearly destroyed them. The natives still continue to hunt them in the winter season, and to perform their work more effectually they build small huts in the mountains, to shelter them from the prevalent rains during the continuation of their hunting excursion.

During the colonization of this island by the Spaniards, civilization has not made much progress among the natives. The natives of this island, notwithstanding that they seem to regard the popish religion, are in reality surpassed in civilization by many tribes of savages, who have never heard the sound of the gospel.

Having recruited the ship, we departed for Japan and proceeded along the whole of the Ladrone isles. One of these islands is ornamented with one of nature's lighthouses, which exhibits a beautiful, a brilliant light from the summit of the mount, which seldom fails of attracting the attention of the passing mariner.

At last we made the long expected land of Japan, off of which we anticipated filling our ship with sperm oil. We made White Point, off which we cruised for some time, and then proceeded to the north, close in shore. While cruising here we were visited by many of the Japanese fishing boats, with which the coast abounds. We obtained a number of curiosities from them which exhibited their ingenuity and cultivation of the arts.

We also visited several of the Japanese Junks, which greatly differ in construction from the vessels built by more refined nations. My attention was particularly attracted by the large houses which they have on deck for the accommodation of the crew and which occupy over one half of the upper part of the vessel, rising eight or ten feet above board. I can give no

better description of them than by comparing them, with the exception of their houses, to the ancient Greek and Roman vessels.

The Japanese resemble the Chinese in features and costume, but those that I have seen differ somewhat in their shape from the Chinese, the former being rather shorter and thicker than the latter.

After having cruised along the shore for several weeks in succession, amidst dense fogs, we stood off shore, anticipating better success on the off shore ground. We cruised there for a number of weeks with abundant success, having realized our anticipations by the taking of several whales, from which we extracted 900 barrels of oil. We then took our departure from the Japan seas and proceeded toward the Solomon isles, at which we arrived to take the ensuing whale season.

Having cruised for several weeks, we were one day becalmed by the shore, and while thus waiting the approach of the coming breeze to glide our lonely bark over the bosom of the limpid deep, we busied and amused ourselves by trading with the natives in two canoes, which were then lying astern of our ship. Our mate, who was acquainted with the Malay language, was endeavoring to make them understand by speaking to them in that language, supposing that by its similarity to ther own, they might probably take his meaning. While thus conversing with them, all at once one of their number leaped like a dart, from one of the canoes, swam along side of the ship and immediately gained the deck by the assistance of some of the crew. Instantly after he had leaped over board he was followed by two others, who with equal speed followed him on board of the ship. We were surprised by the unexpected visit, and were at a loss to ascertain the cause of their mysterious conduct, having previously in vain invited them on board, but the mystery was soon unraveled by the painful information imparted to our mate by the first native that had come on board. There had been an English brig lost some ten years before, and a strong suspicion had long been cherished by navigators of her loss among these islands, and now the mystery which

had so long been hid, was fortunately brought to light. The man who first swam to the ship, proved to be a Lascar and one of the crew of the missing vessel, who hearing his own language spoken, and knowing us to be English, immediately embraced the opportunity of liberating himself from the bonds of savage slavery, and being confident of our protection, plunged into the sea and was quickly followed by two chiefs who endeavored to capture him, he being their slave. He gave a full and satisfactory history of the vessel and her crew, which according to his relation, had been cast on a small island at no great distance from Malanta and had subsequently disappeared. The vessel's crew, which consisted of 14 Englishmen and 6 Lascars, were taken by the natives and put on a small island and there kept as the victims of their cannibalism.

The description which he gave of the manner in which the natives disposed of the unfortunate crew was most appalling. It appears that the natives into whose merciless hands they had fallen had certain established festivals, which they celebrated by the sacrifice of such human beings as they had taken captives in their wars with each other; and as cannibals always consider white men their enemies, they were reserved as the sacrificial victims of their fury. Whenever the tribe in whose power the unfortunate sailors had fallen, assembled to celebrate a festival, they proceeded to the small island in their canoes where their victims were encircled by the foaming billows in hopeless captivity, and made choice of a victim in whose blood to imbue their hand and by whose flesh to gratify the diabolical cravings of their cannibal appetites. The victim being chosen he was then secured hand and foot and barbarously put to death by their rude and savage hands. After this the victim was roasted by a large fire. During the time that their repast was preparing, they formed a ring around the fire and amused themselves by dancing and singing around the roasting victim.

In this manner 17 of the crew were disposed of. Two Lascars beside himself, still survived their savage fury, and were kept in slavery. He was so overjoyed at his

deliverance that he did not know how to express his feelings for some time. He gave information of the second mate of the Alfred, who had been captured by them while we were there in company with that ship on our previous cruise. He informed us that he was kept in slavery by them some ways back in the mountains. The Lascar was subsequently sent to Sidney to be taken to his native country.

After having cruised on this ground for two months, during which time we had fortunately added 400 barrels to our voyage, we took our departure and proceeded to the New Hebrides. On our way, we lingered off the isle of Santa Cruz three days and then proceeded to one of those islands situate in the south of this group, to obtain a few barrels of water, being rather scanty of this precious beverage. We had previously received information that by making a few presents to the chiefs, we might, with great caution, obtain a few barrels of water there. A number of the natives came off to trade with us, and among them was a chief, to whom our captain made several presents, as an equivalent for permitting us to obtain some water at the island. As the only part of the island, accessible, was guarded by several dangerous rocks and reefs, it was expedient that we should have some one, acquainted with the place, to conduct the boats safe through the passages. This the chief cheerfully agreed to perform; and accordingly went into one of the boats and conducted her safely to the shore. While one boat's crew were engaged in filling the barrels, the other were under the necessity of keeping under arms at a short distance from the shore, being apprehensive of the natives proving treacherous and seizing the boats as their prize, and us as their captives. After the barrels were filled, two of the men, being over anxious of obtaining some fruits from the natives, imprudently suffered themselves to be decoyed into the woods by them, against the entreaties and remonstrances of their shipmates. After the water was put into the boats, they waited three hours for them, but finding that they could not obtain the information from the natives concerning them, they proceeded to the ship.

They were again sent on shore in search of the two men, but failed of obtaining any information; after cautiously avoiding the shrewd intrigues of the natives, who had assembled in great numbers along the shore, to decoy them into the woods, by pointing to them where their companions were, they pensively and reluctlantly returned to the ship to mourn their sad fate.

After the return of the boats, the captain being informed of the proceedings on shore, immediately put the ship before the wind and we proceeded on our passage. As the ship receded from the land, we could not help reflecting on the unfortunate event, which reluctlantly compelled us to abandon those unfortunate ship-mates to their fate. Our hearts were drawn out in sympathetic feeling, as we viewed at the distance, this isle of barbarians sinking from our vision.

This barbarous island, as well as Santa Cruz, is peopled by two races of men; the Malay and African, who like the natives of Santa Cruz, adorned their noses and ears with tortoise-shell rings, and their heads by dying them with fine colors, which sets them off to good advantage. But what served to amuse more than any thing that we had seen, was the gaudy appearance of the African, whose hair was colored with a lively gold color, and at a distance very much resembled that precious metal. The scene was one which afforded much amusement to our crew, when we first beheld them at a short distance from the ship in their catamarans, (a raft of logs fastened together with skins) exhibiting their well-shaped and jet-black forms, covered with golden crowns. This island, which is situated about 50 miles from Santa Cruz, was the identical one on which the unfortunate ship L'Empereur was lost, on her voyage of discovery round the world.

This discovery was made by an English brig, which happened to pass that way, while on her passage to the East Indies. While in the act of passing by the island, several canoes came off to trade with her, and among the many articles of trade, a sword was brought, which was bought by the captain of the brig, together with part of the vessel's figure-head. The sword proved to

none other than that of the captain of the L'Empereur, and the figure-head a part of that which had once ornamented that ill-fated ship.

In twelve days after our departure from the New Hebrides, we arrived at the island of Rotamah, where we came to an anchor, to obtain a sufficient quantity of water to serve us to New Zealand. Having cast anchor, we immediately proceeded to provide the ship with a sufficient quantity of water and in four days successfully accomplished our object.

While there we visited a great many of the natives' habitations, as we traveled over the island. We were kindly treated by them, and frequently invited into their houses, and on several occasions were urged to partake of their wholesome repast. While on an excusion on the opposite side of the island, we came to a single hut, into which we were invited by several young persons, who apparently were its inmates. We readily accepted their friendly invitation, entered their hut and sat down on the sandy floor, covered with clean mats, made of cocoa-nut leaves. They appeared to be highly gratified, conversed freely by signs, and endeavored by every means in their power, to make us welcome to their hospitality. One strong mark of their sincerity was that the young men immediately commenced chewing the cassava-root, to make poie, to regale us on the occasion, which was a demonstration of their high respect and approbation. Poie is a liquor with which these natives regale themselves and their friends on extraordinary occasions. No member of a family can engage in making this liquor, except the virgin males, by whom the root is chewed and put into a large wooden bowl, into which a sufficient quantity of water is then poured, and permitted to steep for a certain time, and it is strained by the same persons ; it is then considered fit for use. It is indispensable that those engaged in making the poie, be virgins, as all other persons are considered defiled, in consequence of which they are deemed unsuitable to make this extraordinary beverage.

The island of Rotamah is 8 miles long and not exceeding one in its extreme breadth. It exhibits a grand

and picturesque view to the eye scarcely to be surpassed. It is a fertile island and produces a variety of the choicest tropical fruits, and the largest cocoa nuts that I ever beheld. The natives are of a very light complexion, handsome and well formed in every respect. In their general deportment they are generous, kind and courteous to strangers.

My attention was particularly attracted by their general practice of loosening their long hair on every occasion when they visited us on board, or when we visited them in their habitations; and being peculiarly desirous of ascertaining the particular cause and utility of the practice, I made strict enquiry. I was informed that it was done as a great mark of politeness and respect to strangers.

Their dress consists of a fine woven mat, fastened around their waists, and extending below the knee. The upper part of the body, which is frequently anointed with yellow gum, is seldom covered.

This island is governed by a king, chosen from among the chiefs, to reign for the term of three years, at the expiration of which another election takes place. There were then residing among the natives 23 Englishmen and one American, who had been induced by the natives to desert their ships and marry there. The marriage ceremony is performed by the chief of each tribe, whose services must be rewarded by the bridegroom with a cotton shirt. The bride is adorned with beads round her neck, and a cotton shirt for a wedding dress. Her father and mother are each to receive a cotton shirt, as an equivalent for their daughter, and then the marriage is confirmed. Three of our men, who had no desire to return home in the ship, were induced by the natives to desert, and unite in wedlock with some of the pretty nymphs of the isle.

The ship being now ready for sea, we took our departure from Rotamah, and in four weeks arrived in the bay of islands at New Zealand, and came to anchor in the beautiful harbor of Crorica, to refit the ship for England.

On our arrival we ascertained by the New Zealanders,

who had been the voyage with us, that there was a misunderstanding existing between the two largest tribes in the island, which was likely to break out in hostilities and disturb its peace. Both the tribes belonged to the Bay of islands, and the greatest harmony and friendship had always prevailed between them until the present period. So great was their friendship that on various occasions their forces had been united and sent on successful expeditions to other parts of the island, from which they have returned laden with the trophies of victories over their enemies. The tribe which belonged to the opposite side of the bay, was headed by the daring chiefs Whorowroah and Tetory. The tribe belonging to Crorica was headed by the celebrated and invincible chiefs Kivakiva and Bumaray. It appears that the original seeds of their disagreement were sown in a then recent jealousy which had arisen among the Whorowrarians about the benefit of the trade, which the Kivakivians were enjoying from the fifteen ships then lying at Crorica. The Whorowrarians insisted on a right to reside in Crorica, to share with them in the benefits to be derived from trading with the ships. The Kivakivians opposed them in their unjust pretension to a right of residence in their dominions, and therefore resolved to resist their attempts.

A few days subsequent to our arrival, the ships in the harbor, and particularly ours, were crowded with the principal families of the Kivakivian and Bumaray tribes. They were under the necessity of taking shelter on board of us, in consequence of the daily expectation of the Whorowroah tribe, coming to assert their claims by the force of arms.

After the Kivakivians had endured ten days of painful anxiety, the long expected tribe arrived in their war canoes, and landed unmolested on Crorica beach. The warriors, who were 100 in number, immediately marched to the village, where they were promptly met by the Kivakivians. As soon as they met, both tribes were immediately arrayed opposite each other, a few paces distant, and in a few minutes commenced the war dance, accompanied by their terrific war song, in which all uni-

ted as with one voice. Their tremendous and inhuman yells, which reverberated from hill to hill and wave to wave, were sufficient to dismay men of common fortitude. After the conclusion of their dance the Whorowrarians embarked in their canoes and returned to their respective places, apparently perfectly satisfied, but subsequent events proved otherwise.

Having been for a few days in painful anxiety, anticipating a battle to be fought as soon as the belligerents should meet, and being thus happily disappointed, I was particularly led to inquire into the cause of these proceedings, and was informed by one of our natives, a young chief, and a nephew of Kivakiva, that they had come with the undoubted design of taking advantage of the Kivakivians, but finding themselves outnumbered, they made a temporary treaty of peace, which was celebrated by the war dance and song.

Three days after, it was currently reported that the Whorowrarians were making great exertions to enlist the smaller tribes in their unjust cause, and were preparing an expedition against Crorica, which, according to their belief, could not fail of conquering the Kivakivian tribe.

The Kivakivians being informed of their intentions, and being aware of the annihilation of their tribe if they were defeated, doubled their diligence in concentrating their tribe at Crorica from the various parts of the Cavacaway river, to resist their enemies to the uttermost in their power.

In ten days after the pretended treaty of peace, the Whorowrarian fleet of war canoes landed on a beach at the back of Crorica, about a mile from the village.

The Kivakivians immediately placed a number of men on the hill above the village, to watch the motions of the enemy. The tribes continued to watch each other's movements for several days, during which time the English missionaries and several of the ship-masters in port, visited the Whorowrarians, and endeavored to the uttermost of their power to adjust the existing difficulties and bring about a reconciliation. Their efforts were finally crowned with success, and it was agreed to conclude the peace with the customary war dance and song. Agree-

ably to this, the Whorowrarians were to march over the hill into Crorica, where the ceremony was to take place the next day.

At ten o'clock on the following day we were favored with the sight of the Whorowrarian tribe, as it descended into the valley of Crorica, from the summit of the hill. Soon they arrived at one end of the village, where they were received by the Kivakivians. They were arrayed in the same manner and went through the same kind of ceremonies as on the former occasion, except the war-song and the firing of muskets, by far exceeding the former occasion which was in consequence of the greater number assembled. It was a calm and beautiful morning and the sun shone in full splendor upon the green valley and and the surrounding hills, which added grandeur to the scene. Being particularly desirous of watching every movement of the natives, I took my position in the main-top-mast cross-trees, from whence could be distinctly discerned every transaction; but what added to my advantageous position, was the nearness of the ship to the shore and the brightness of the day.

After the treaty of peace had been concluded in the usual manner, the Whorowrarians and Tetories took up a line of march to ascend the hill, in order to return to their canones, and from thence to their respective homes. They had proceeded a distance of 200 yards, when one of them very unwisely fired at a girl in the village and killed her. The reason he did so was, he claimed the girl as his slave; she denied his claim, and was prevented by the Kivakivians from meddling with her. The shooting of girl unfortunately was the means of involving these tribes in a bloody war, which proved disasterous to both. The firing of this musket upon a friendly people was considered by the high-spirited Kivakivians an audacious aggression and a palpable insult upon their tribe, and a violation of the treaty which they had just concluded. Viwing the gross insult in this light, Bumaray, a high-spirited and intrepid chief, immediately returned the fire, by which the aggressor was killed.

The Whorowrarians, who undoubtedly had artfully contrived this plan to break the treaty, seeing the offen-

der fall, instantly ran furiously down the hill and attacked the Kivakivians in their village. A general engagement now ensued. The women and children fled by hundreds from their huts and plunged into the sea and swam to the ships for safety, while others ran to the opposite end of the beach and embarked in the ship's boats and thus many of them escaped the fury of their enemies. Many were unfortunately wounded as they were retreating along the beach from their merciless foes, while others but narrowly escaped. Several of the women while in the act of going off in the boat were wounded, and one of them, who was Kivakivers' daughter, met with her untimely end on this occasion. Some of the sailors were also wounded and several of the boats were badly injured by the bullets, which went through them.

The Whorowrarians, who numbered 600 warriors, out of which only 200 were provided with muskets, were under the necessity of keeping their forces at one end of the village as they dared not attack them in front or rear, as it would have exposed them to the deadly fire of the Kivakivians, who were sheltered by their houses encircled by an insurmountable palisade.

The Kivakivians, who at this time only numbered 400 warriors with nearly 300 muskets, notwithstanding their inferiority of numbers, defended their village with heroic bravery which characterized their tribe.

Soon after the commencement of the attack, I perceived the misssionaries boats with their white flags flying at their bows, coming with all possible speed towards the field of battle, at which they arrived in about three quarters of an hour from its commencement. I watched their progress with anxious intensity, being desirous of witnessing and ascertaining the effect which their immediate presence and influence would exert over the natives while engaged in the work of savage fury. They landed within 100 feet of the Whorowrarians, and without hesitation, these two faithful servants of the Lord, walked into the midst of the battle, seemingly unconcerned as to their own immediate safety. I gazed on them with deep and fearful solicitude as they approached the dan-

gerous scene, in full expectation of seeing them shot. As they proceeded into the midst of the tribes, I counted over fifty bullets which fell near and around them, some of them not exceeding the distance of three or four feet from them. In fifteen minutes after their landing a cessation of arms took place through their instrumentality, and the Whorowrarians retreated over the hill, having been worsted in the battle, their total loss being 60, ten of whom were chiefs; their wounded amounted to an hundred. The total loss of the Kivakivians was fifteen and about as many wounded.

Immediately after the Whorowrarians had left the village we landed on the shore for the purpose of seeing the dead and the wounded and to ascertain the losses of the tribe.

On the following day it being the sabbath, we went on shore to witness the funeral ceremonies performed over the remains of Kivakiva's daughter, who had been shot the preceding day in the boat while in the act of going to one of the ships. The coffin which contained the body, after having remained afloat all night in one of their war canoes, was brought on shore and put on the ground by the side of her father's house. The mourning women then assembled and formed a circle round her coffin and commenced singing a low and mournful song, at the same time cutting their limbs and faces with sea shells in such a manner as to draw their blood from every inflicted gash. By these combined means their feelings were excited into a flood of hypocritical tears, which continued until nature became wearied, and then they ceased operations, which left not a vestage of inward grief in their countenances. The corpse was then put into a canoe and taken to the bank of Cavacaway river, to be interred.

The Kivakivians being well aware that their enemies would return furiously upon them as soon as they could reinforce their strength by the additional number enlisted from the inferior tribes, deemed it prudent to leave Crorica and proceed to Cavacaway river, where the most of their property was, to prepare to resist the invasion of their enemies to the uttermost in their power. To effect

this, they embarked all their families and effects, and after setting their village on fire, proceeded up the river and took up their residence on a commanding peninsula from which they could command both branches of the river. This peninsula was united to the main by a narrow neck of low land, about 50 feet wide, on which their canoes were hauled up out of the water. Its surface was nearly level and it contained about eight acres of good land, while its sides and outer end were composed of perpendicular rocks about 60 feet in hight. It was quite inaccessable, excepting in one place, that rose gradually to the summit, and this place was strongly fortified by two strong palisades.

As the tribe had left Crorica we were under the necessity of following them to the aforesaid place, to obtain a sufficient supply of potatoes and hogs for the ship. We visited them on the peninsula every day for a week, for the purpose of trade. We at last obtained the desired supply for which we gave them ten muskets and some powder and balls. The tribe obtained 100 muskets in trading with the several ships. These they put into the hands of their slaves and friends, who enlisted with them from the smaller neighboring tribes. They now numbered 500 warriors, fully equipped and ready to fight, a service in which they greatly delighted. In addition to this, they were in daily expectation of 200 armed men from Succanna to strengthen their forces.

Ten days after the departure of the Kivakivians from Crorica, the Whorowraians, who had been as far as North Cape, enlisting the tribes in their favor, appeared in sight and passed by the ships with 100 war canoes carrying about 1,500 men, who at the time of passing us were engaged in singing a terrific war-song, the very sound of which, it being being perfectly calm, reverberated and echoed around the bay from hill to dale.

After the tribe had passed us, I observed the boats of the Missionaries, speedily proceeding up the river among the canoes. They were followed by several boats from the ships, bearing their respective captains and other officers, who were desirous of throwing in their influence to bring the unprofitable war to an amicable conclusion.

We proceeded up the river, and after rowing hard, an hour, came abreast of the Whorowrarian fleet of canoes, which were brought to a stand, on seeing the Kivakivians in their commanding and impregnable position, exhibiting a bold and fearless front and seemingly tearing up the very ground with their war-dance and making ing the air ring with their terrific war-songs, firing off at the same time 500 muskets in defiance to their enemies.

The Whorowrarians, notwithstanding their numbers exceeded those of their enemies, three to one, dared not approach them. While the two contending tribes were thus situated, the missionaries and the captains of the several ships were endeavoring to influence the chiefs to make an honorable adjustment of their difficulties. They finally succeeded in obtaining the Whorowrarians and Tetories, providing that the Kivakivians would permit them to land on the peninsula to make peace in the usual way by dancing and singing. To this the Kivakivians objected, mistrusting their treacherous designs. They proposed that the chiefs only should land to make peace ; to which proposition Whorowrorah reluctantly complied. Accordingly, we took the chiefs into our boats and landed them on the peninsula, where, after a few hours, they and the missionaries succeeded in making another treaty of peace. In concluding the peace, Whorowrorah and Tetory insisted on a right to a part of the Crorica beach, as a permanent trading residence. Kivakiva and Bumaray would not concede to their unreasonable demands to any part of their lands ; adding, that if they dared to take up their residence on any part of it, they would drive them off, as soon as their re-inforcement should arrive from Sucaana ; and in this manner the peace was concluded and rested at our departure from New Zealand. This short war between these two powerful tribes, is one which had no parallel in the history of New Zealand, it being the first after the introduction of fire-arms into that island.

Among the actors in this interesting scene, those who in my judgment took the most conspicuous and dangerous part, were the missionaries, for which they highly

deserve the most cordial commendation of the philanthropic and civilized world.

The general appearance of the island of New Zealand is mountainous, especially on the sea-coast, but in the interior the land is more diversified into dales and globular hills, covered with rich soil capable of cultivation. The island produces a variety and abundance of heavy timber, which the natives convert into the lnrgest war-canoes ever known, which carry each from 50 to 100 men.

New Zealand enjoys a temperate climate. This is evident from the fact that it produces the best of potatoes, sweet-potatoes, corn, and all kinds of sauce, which grow spontaneously.

Since our visit there, the British have planted a colony on the island, by which means the beach and valley of ancient Crorica has been converted into a modern flourishing town of the English stamp.

Having been at Crorica six weeks refitting the ship, and she being now ready for sea, with jovial hearts, we weighed anchor and made sail on our trusty bark for England, leaving this pleasant isle and its interesting scenes behind us and steered our course for Cape Horn, which we made, on our passage round it. After a passage of 14 weeks we arrived in the English channel, having gained one day in time in our circumnavigation of the globe.

In a few days we arrived in London, to the joy and rejoicing of relatives and friends, after an absence of 33 months. In the course of a few weeks, the oil was sold, of which for my share I received £75; with a part of which I decently clothed myself, and with the remainder I set up a small shop, thinking to gain a subsistence, but not possessing adequate knowledge for a business life, I soon failed, and was under the necessity of casting my lot again upon the trackless and tempestuous ocean for my support.

CHAPTER XVI.

Departure from London; unfavorable passage; the vessel springs a leak 500 strokes per hour; arrival at Delagoa bay; trading with the natives; the crew take the Delagoa fever; gale of wind; exposure of the boats to the gale; loss of one boat and safety of the other; continuation of the gale; loss of the vessel on the sandy coast; subsidence of the gale; landing of the boat's crew; travels and arrives at the wreck; death of the captain and several of the crew; the property is taken out of the vessel and put in a tent; the tent surrounded by hundreds of armed natives, who keep pillaging its contents; outrageousness of the natives; the natives seize the property; retreat from the tent to the Martha's wreck; the author is attacked by the fever; continuation and sufferings on the wreck; deliverance from the wreck; visited by the king; ornaments of the king and his nobles; ships on board the Bremen; whaling and sufferings in the bay; Portuguese colony and their progress in civilization; departure of the ship; arrives on her cruising grounds; a calamity overtakes the author which nearly terminates his existence; unreasonable and dangerous requisitions of duty by the captain; unparalleled sufferings of the author; recovery of his health; the author's mind is called to attend to the future prosperity of his soul; arrival at St. Helena; arrival and sufferings in New Bedford; deprived of his just dues; manner of killing whales; convinced of wrong religious views; experiences religion; call to preach the gospel; trials of his mind; unfolds the state of his mind to several of the brethren; introduction to Elder Himes; encouragement; enters the institution at Beverly to study for the ministry; falls in arrears and is compelled through poverty to relinquish his studies; attempts to resume his studies; he is taken ill with a lung fever; cessation of the institution.

THIRTEENTH VOYAGE.

In 1831, having obtained a vessel going on a whaling voyage on the east coast of Africa, then considered a good place for whales. I sailed in full anticipation of making a short and prosperous voyage.

Our passage, until after crossing the equator, was favorable, but on proceeding into higher latitudes, the winds became unfavorable, and the vessel being a remarkable dull sailer, was driven on the Brazil coast. She now sprang a leak 500 strokes per hour, which cast a veil over our future prospects, and fore-warned us of her destruction, and our disappointments and sufferings. At last, after the lapse of five months, we arrived at Delagoa bay on the east coast of Africa.

The first object which we had in view, subsequent to our arrival, was the stopping of the vessel's leak. To accomplish this, we took her to the safe and beautiful harbor of St. Mary, where, after performing two week's faithful labor, we accomplished our task. We then proceeded to Cow bay, where we came to an anchor to await the whale season, which had not as yet commenced. During the intermission our captain visited the natives for the purpose of trading with them for ivory. In this he was abundantly successful, having obtained several hundreds of sea-horses' teeth from them. But it would have been better for him and us if he had not undertaken this business, which subsequently proved to be the cause of the total loss of the vessel and half the crew. Our captain and four men, who had been engaged in trading with the natives, in consequence of their exposure to the night dews, were taken ill with the Delagoa fever. The progress of the disease was so rapid, having no medical aid to arrest it, that in four days one of them paid the tribute to nature.

About this time we were expecting the whales to set into the bay, and we, being anxious to get in shore before the other ships' boats, left our vessel at three o'clock in the morning, the distance being seven miles.

In the fore-part of the night it had been blowing a strong wind from the south, but after midnight the wind had abated considerably, which had led us to expect that we should be favored with a calm, beautiful day; but in this we were disappointed. At break of day we ascertained that we were close in shore, and ten miles to the leeward of the ships, which were lying at anchor

at Cow bay. As the sun rose it exhibited indications of the approaching storm. In an hour so great was the progress of a storm, that it was deemed advisable to return to our vessel, the hight of the wind and sea rendering it impossible for us to have killed a whale had we fastened to one.

We rowed toward the vessel with all possible energy against a very high sea and wind which was rising rapidly on us, until we approached within two miles, and not being able to proceed any farther, in consequence of the raging wind and sea, we came to anchor at no great distance from the bark Bremen, of New Bedford, which had lost one of her anchors and had driven toward us. We laid at anchor, the spray flying continually over us, until 4 P. M., at which time the tide had become favorable for us, and it was thought that we might possibly gain the ship by extraordinary exertions, as the change of tide had smoothed the sea considerably. Accordingly we took up our anchor and endeavored to the uttermost in our power to gain the vessel, but in vain. After rowing nearly three hours, during which time we had encountered the fury of the gale, sometimes gaining and at others losing ground. Finding that we had gained only a quarter of a mile during our exertions, and being aware that the gale was now increasing in proportion as the night approached, and having no prospect before us if we continued in the boat but a watery grave, we concluded to make the best of our way, if possible, towards the bark Bremen, to obtain safety for the night. Accordingly we rowed toward the vessel, keeping the sea on our bow for fear of being upset by it, and finally succeeded in getting astern of her and fastening to a buoy which had been let down from the ship for the purpose of drawing our boat up, in order to gain the ship's deck. Having hauled our boat close to the stern, we were taken out by means of ropes fastened to us. In consequence of not being able to take our boat up she was secured with two tow lines astern of the ship, but no one being on board of her to keep her head to the sea, she was upset in ten minutes after.

On gaining the ship's deck we were kindly received

and handsomely treated during our stay on board by the benevolent Americans.

The gale continued to rage during the night with unabated fury. On the following day about 10 A. M. the fog cleared away for a short time, which gave us an opportunity of counting the vessels in the harbor, by which we ascertained that our vessel and the ship Martha of New Bedford were missing from the harbor. There was not the least doubt entertained by us, of their being a total loss, as it was impossible for them to have gone to sea clear of the lee shore, with the wind as it was. Our greatest fears were that they might have gone on shore in King Majaker's dominions, and if this had proved to be the case, their loss of life was inevitable, as they undoubtedly would have been roasted and devoured by the Majakians, who are cannibals.

The gale continued to rage for three days, and on the fifth we succeeded in landing on the shore, abreast of the shipping, to obtain information from the natives concerning our vessel. We had one native with us, who had been shipped to assist during the whaling season at this place. He could speak the English language tolerably well, as he had been to England in an English ship. Jacky, this being his name, was to conduct us along shore, where we could fall in with some of the natives from whom we might obtain the desired information. Accordingly after having hauled up our boat we proceeded along shore and after having walked about three miles we met two natives, from whom, through the medium of Jack, our interpreter, we ascertained that there were two Engar-wallers, meaning two ships, on the shore at a distance of 21 miles from us. We proceeded to the melancholy spot, where on our arrival we beheld our unfortunate little bark high and dry, upon the sand, and at half a mile's distance from her lodged the beautiful ship Martha, stern on. At our arrival at the wreck, we met the other boat's crew, who had been in company with us on the first morning of the gale, but they not being able to keep up with us, we lost sight of them about noon and knew not what had become of them. They informed us that finding it impossible to brave the

gale, they steered the boat to the shore as their only means of safety, but on their landing, they met with a great disaster in the loss of one man and the boat, and had it not been for the assistance rendered them by the natives, they must have all been inevitably lost. They also informed us of the much lamented death of our captain and two boat-steerers, who had been sick with the fever. We were then led to the tent they had erected behind a small sand hill, a short distance from the wreck, and their we met those who were left in charge of the vessel when we left her. We then made every possible inquiry of them, to ascertain the cause of the vessel's being lost, but received no satisfactory information from any of them. The fact of the matter has always been obvious to my mind, and that is, there were 7 persons on board when we left; out of these there were but three capable of performing duty; the boy, cook and carpenter; the others were unable to get out of their beds; and this brings me to the original cause of the loss of the vessel. It was in consequence of the sickness on board. Had our captain and men been well, it would not have occurred, but as it was, these men left in charge of her, not being aware of their danger, went to sleep on their watch, and while thus buried in slumber, the vessel parted her cable and was permitted to go on shore with a good anchor on her bow, all ready to be dropped. Having arrived at the tent, our mate immediately took charge of it and its contents; meantime he ordered me to get the remainder of the things out of the cabin and run and bring them to the tent for safety, as we then thought. This task I accomplished by the assistance of some of the most thoughtful and temperate of the crew, as the most of them having access to six barrels of Jamaica rum, were now drunk. We had in our tent several thousand dollars worth of property, which we were desirous of preserving for the benefit of the owners. We were in hourly expectation of the arrival of the boats from the ship Alexandria, which belonged to the same owners, to take the property off and deliver us from our fearful anxiety.

Finding ourselves continually surrounded by two or

three hundred natives, armed with spears and clubs, who were pilfering the property at every opportunity, we made application to King Mihier to protect us and the property from the intrusion of his subjects, who were hourly becoming more bold and outrageous. On the day following the application we were visited by a number of high officers from the king, who brought with them an inferior sacaratan, to stay with us to keep the natives out of the tent and from embezzling the property. Accordingly he took his place in the tent with the mate and myself, the only two out of the crew who stayed to take care of the tent and its contents. The natives daily became more numerous and outrageous in their proceedings, and the tent was from time to time assailed by them without any regard to the sacaratan, who only made a sham attempt to prevent them, and frequently, instead of preventing their intrusion, assisted them in accomplishing their dishonest designs.

We had now passed away five anxious days and sleepless nights, and being apprehensive of the safety of the property, we deemed it advisable to have it conveyed on board of the Martha's wreck, as the boats from the ship had not as yet come to our assistance, and the natives had become drunk and quarrelsome among themselves, in consequence of having taken a barrel of rum out of the brig's wreck. Accordingly we first commenced by taking some of our own things, in which we succeeded without being interrupted. On our return we found the sacaratan missing and nearly all the property gone. Finding that our chests and beds were gone, two of us took the only remaining bale of clothes out of five, worth from 5 to $600; but the natives, seeing that they were going to be deprived of their remaining booty, soon compelled us to relinquish it, claiming it and all on the beach as the property of King Mihier. They then abused us through the medium of Jack, who said that "the English were no good," and that "the Mihierians would kill us if we did not soon leave the shore." In a few minutes after, they began to quarrel about the property they had stolen from us and we therefore thought it prudent for our personal safety to get on board of

the Martha, as she stood erect and being high, the natives could not get on board of her.

Here we felt safe from any intended aggression from the natives, who, notwithstanding their pretended friendship, evidently would not have hesitated to have taken our lives for the sake of gain.

During the six weeks that I was on board the wreck, I was afflicted with a slow fever, that I had taken while on shore from the offensive smell of the natives, which was so intolerable that it fairly made me sick at the stomach.

While on the wreck I suffered considerable by sickness, for the want of assistance and a suitable place to lie on; as I was under the necessity of lying on a large rope cable with my clothes on, instead of a bed.

While on the wreck we were honored with a visit from King Mihier and his two sons, who came to view the ship, as she rested on the sand. On his arrival, his body guard formed themselves into a large ring and sat on the sand, while his majesty, with a few of his nobles occupied the central position of the ring. After his sacaratans had prepared the steps for his reception, his majesty came on board and apparently was astonished at the size of the ship. He was an elderly man, of much lighter complexion than any of his subjects. His naked limbs were ornamented, from his wrists to his elbows and from his ankles to the middle of his leg, with large brass rings handsomely polished. The whole of his fingers were also ornamented with rings, and his neck with four. Many of his suit were also decorated in the same manner.

Having, in some measure, recovered from the fever, I shipped on board the bark Bremen, of New Bedford, being desirous of visiting the United States before my return home. In her, while in the bay, we suffered considerably from fatigue, occasioned by being out at night with dead whales and rowing daily at such a great distance from the ship in search of them.

After the whale season had expired, the ship proceeded to English river; and after having supplied the ship with a sufficient quantity of water there, we proceeded to

the whaling grounds to the westward of the Cape of of Good Hope.

The land along the east side of the Delagoa bay, as far as King Mihier's and Majaker's dominions, is very low and is composed of white sand, along the sea coast, covered with small bushes.

At the entrance of English river, which is to the north, is a small Portuguese colony, which has been in existence over 30 years, but it has made little progress in civilizing the natives, as its influence does not extend beyond King Mihier's dominions. The colony is a well known mart for the nefarious African slave trade which has been extensively carried on ever since its foundation, and from all the information we were enabled to collect, it was founded with that intent.

St. Mary's, which is opposite to English river, is mountainous. It has a king and a great number of inhabitants, who live at their ease, and shun the very sight of a Portuguese vessel, knowing them to be slavers. They are friendly and honest, and strangers may travel all over the island without being molested.

Having arrived on our cruising grounds, we continued cruising for three or four months, during which time we took in 6 or 700 barrels of whale oil, after which, the ship's time being expired, she proceeded on her passage to St. Helena where she arrived and came to anchor for a few days to refresh the crew.

While cruising on the whaling ground, I was overtaken by the greatest calamity that ever befell me during the whole period of my life. It came within a hair's breadth of terminating my existence. The misfortune occurred in ignorance and obstinacy of the captain, who who against reason and common sense, insisted on having a 200 gallon cask of oil rolled over to the weather side of the ship, without first securing it in a proper manner to avoid accidents, which frequently occur for the want of precaution. The ship was under double-reef topsail, rolling heavily, and being trying out at the time, the spray flying on board, which mixed with grease and water on deck, rendered it difficult for a person to go from

one part of the ship to the other in safety. While thus laboring under these disadvantages, the unreasonable man insisted in having his own way, notwithstanding the expostulations of the men. The cask was taken from the lee-side of the try-works, according to his wish and rolled nearly to the weather-side of the ship ; the ship rolled to the leeward which caused the cask to slide back and the men, not being able to keep their feet, slid back also. Three unsuccessful attempts were made ; and he, not being satisfied with having exposed our lives thus far, ordered the fourth attempt to be made, in which we all fell. Seeing the cask was near killing three or four of us, he exclaimed ; " if it is likely to come over you, let it go overboard !" This was enough to say to the green hands, who immediately let go the cask, now near the ship's side, to be supported by two of us who happened to be in the middle. Finding ourselves deserted, we endeavored to make our escape also ; but in attempting this, my feet slipped on the grease, and I fell between the cask and a timber head, against which I was nearly crushed to death. The breath left my body, with a moan, and did not return until a few seconds had transpired. The captain now cried out ; " pull him out !" as though by this, he was going to recompense the injury which had been caused by his agency. The men, who stood by aghast, immediately obeyed the mandate, and I was taken out apparently lifeless and laid on the after hatch. Soon my speech feebly returned, and I requested the captain to bleed me immediately. I was then taken below and bled, after which I was laid on a bed which belonged to one of the men, not having one of my own. I had been under the necessity of sleeping on the sailors' chests for 14 weeks previous to the accident. That night, by the captain's request, a young man of sympathetic feelings, watched over me, expecting I should depart this life before the dawn of another sun. In consequence of the great injuries on several parts of my body I was confined three months to my bed, seven weeks of which I laid on my back, not being able to lie in any other position. I suffered the most excruciating pains that hu-

man language can express. These injuries were inflicted on my left haunch-bone, which is yet lame, my right shoulder-blade, which is out of place with my collar and shoulder bones ; the lower part of my neck and lungs were injured, and three ribs broken. The medical assistance which I received during my illness to allay my pains, consisted of bleeding only by my request, and being bathed with camphor twice ; such was the humanity of our captain and officers ! My recovery, laboring under so many hindrances, was considered by all very doubtful ; and now, to me, seems almost a miracle.

While thus afflicted my mind was called to reflect on my past life, and the prospect of the future. It had been previously impressed with this subject, while lingering with the slow fever on the wreck. I then promised God that if he would spare me, I would serve him the remainder of my days. I now renewed my promise, and since that time I frequently read my bible, and tried to pray, but notwithstanding my sincerity I was deficient of that spirit which characterizes the followers of the meek and lowly Son of God.

The ship, having sufficiently recruited, took her departure from the island of St. Helena for the United States, and after a favorable passage arrived at New Bedford on the 7th of March, 1832. The crew went to their respective homes or boarding houses, to receive the congratulations of their relatives and friends, after an absence of 14 months from their native land.

It now became the subject of inquiry with me, how was I to proceed, and which would be the most suitable course to pursue, as I was lame, destitute, and a stranger in a strange land, and no one seemed to be willing to be burdened with me or my afflictions, seeing no future prospect of reward, as I was unable to labor.

Being situated in this deplorable condition, I was under the necessity of taking the ship's forecastle as my boarding house until the owners should settle with the crew, when I expected to have something coming to me as a reward for the hard labor I had performed on board of her in assisting to take in 400 barrels of oil previous to the accident happening to me.

As I had no place to visit, I employed my time in walking the streets and viewing the town, and at night I would return to the ship and make my meal of some very small pieces of hard bread, dirty and greasy, and fit only for hogs. In this manner I lived nine days on bad bread and cold water. By this time the ship being discharged, I was under the necessity of providing myself with a boarding house, but how to get one, in the condition that I was in, I did not know. At last I met with an Englishman, an old acquaintance of mine, and by his assistance I succeeded in obtaining a boarding place.

I took the few remaining things out of the vessel, which I had left when I was wrecked. I met the captain of the ship, who informed me that the owners were not willing to pay me any thing for my share of the oil, and that they had compelled him to go to the custom house and sign some papers, to testify that I was a passenger on board, and had worked my passage in the ship. On being thus informed, I was surprised that a man of his standing in society, claiming to be an honest man, should debase himself so low as to comply with the request of the owners, if such request was made, for the purpose of defrauding a poor, destitute sailor, as I was, of my just dues. I did not say much to him, being aware that I could not remedy the evil which had been done.

Being thus deprived of the expected trifle, all my dependence to defray my expenses until I could go to Boston, where I intended to go to obtain assistance from the English Consul, I was compelled, through necessity, to go to work in my feeble condition, in consequence of which I took a severe cold, which settled on my lungs and laid the foundation for a consumptive disease in my system.

As I have led the reader by my side, exhibiting to him the various scenes of my past life, with which I trust he has been interested, and as I am now about closing the narrative of my voyages, I have deemed it advisable to give a concise description of the mode of taking whales.

As soon as the ship arrives on her whaling ground,

three men are constantly stationed at the mast's head to look out for whales. As soon as the whales are discovered at a distance blowing the water several feet above the surface of the sea, the men at the mast's head immediately cry out: "there she blows!" This well known sound electrifies the whole ship's crew. Every thing of less consequence is instantly dropped, and the hands are engaged in making preparations for lowering the boats at a suitable time. As soon as the whales are sufficiently near, the boats are lowered and fastened to them, with a harpoon to which is fastened 250 fathoms of tow line, which is coiled into two large tubs, carried in the boat for the purpose. This line is let out or taken in as circumstances may require.

I once had the misfortune of being fastened to a large whale which sounded out four lines, and finally after toiling with her half a day, we cut from her after sun-down; however, these cases are rare. At other times I have been engaged in killing whales equally as large and larger in a short time without letting 20 fathoms of line out of the boat.

The most expeditious way of killing a whale is this: as soon as the boat is fastened, the whale feeling her injury immediately starts ahead or down like a dart; at this time she goes but a very short distance, then stops to cut and thrash with her flooks and to look out for her enemy. The boat meanwhile should not slack out any more line than she can possibly help. While the whale is thrashing, the boat should go as near to her as possible, to embrace the first opportunity of lancing the whale before she starts off. If the head's man succeeds in doing this, she will be killed very easy, because the whale is sickened, but if you fail of embracing the opportunity you generally have trouble with her. I have seen many whales killed with only being lanced once, and particularly school whales, and have been fastened to others when the sea has been rough, that have taken the boat like a dart to windward for miles, during which the crew would be under the necessity of holding themselves down to the bottom of the boat to prevent going overboard, the boat leaping over one or two seas without touching them with the centre of her bottom.

By school whales, I mean small ones, which traverse the ocean by hundreds and thousands. When a school of whales is discovered by the ship, it is soon ascertained whether they are feeding or making a passage; if the latter, they are then moving together like a flock of sheep, spouting once in about 15 minutes, but if going swiftly they spout almost continually. If feeding, they are scattered six or eight miles apart, frequently changing their direction, going slow, and when they come up to blow, they lay on or near the surface sometime and spout about thirty times; this is an indication that they are perfectly undisturbed on the ground. When whales are thus situated, the boats have a good chance, and they fasten to the first whale that comes to hand. It is then the duty of the head's man to let the whale alone for some time, until the school is gathered around her. As soon as the whale is stuck to the harpoon, the school take the alarm, and you may see them from the ship's mast-head, at a distance of 6 or 7 miles round the horizon, coming, heads out, to sympathize with their unfortunate fellow creature, around which they will thickly gather. When the head's man of the several boats, whose duty it is to keep round the fast whale to wait for the school, sees that the school has collected, he should strike and *drug* as many as he can, as the school will, after collecting, move in a body to escape their common enemy. By *drugging* I mean a piece of thick flat wood, 18 inches square, with five fathoms of line fastened to it, which is fastened to a harpoon thrown to the whale, to prevent her speed and to designate her from the others. Sometimes the boats of one ship will drug ten whales, which together with their fast whales make perhaps fourteen. The progress of these fourteen whales being impeded exerts a great influence over the school, which delays its progress, and this delay gives the boats still more opportunity to kill them. When the school takes off immediately, it makes it more dangerous and difficult for the boats to take them, as in this case the fast whale often gets in the centre of the school, and there is no possible way of getting to her in safety, while she thus occupies that position, as the whales keep so near round

the boat, that you may frequently touch them with your hand, and at times come with their noddles quite easy against the boat and settle down without attempting to injure you in the least. At other times the fast whale will take the boats through the school with great rapidity over their backs, which makes it very dangerous as they sometimes strike furiously with their flooks at the boat as she passes. When this is the case the greater the speed the less is the danger.

It may be imagined that the boats could easily escape all this danger by slacking off their lines. This would be inconsistent with the nature of whaling, for if they did this they would soon lose their lines and their whales. It is therefore indispensable that they hold on to the line and keep as near to the fast whale as possible, in order to kill her with the lance. After the several boats have killed their fast whales which they raft, in order to find them again, they then pick up the drug whales one after another and kill them, if they have not previously been killed by some of the boats. It frequently occurs that schools are brought to. When this is the case, the boats are highly favored with the best of chances, as they can then kill a great many more, if they only work wisely and smartly. I once had the pleasure of taking eight whales at one lowering with the boat that I then belonged to; but such cases are rare. At another time I was in company with a ship belonging to Port Jackson, which with three boats took sixteen whales out of a school, and one of them bore no sign of a wound, having been drowned by the lines of the boats with which it got so entangled that it deprived it of power to rise to the surface to breathe, which was the occasion of its death. After the whales are dead, they are taken along side of the ship and *cut in*, which is done by cutting around her body, commencing near the eye, and taking up the end of the blubber by a purchase which is hove by the windlas until it can go no farther, and then another purchase is put to the blubber above deck and the piece above is cut off and swings over the main hatch-way, and is lowered down into the blubber room, as it is called.

Of the dangers, trials and amount of sufferings endur-

ed by sailors engaged in this business, I will not attempt to describe ; they are numerous and almost indescribable.

After I had resided in New Bedford about two years, living as I then thought in the full enjoyment of religion, agreeable to the notion of the community of English people, my attention was arrested by a great revival at one of the churches, which greatly attracted the attention of the citizens. I was informed that a discourse was to be delivered on the non scriptural command of of infant baptism, and the impropriety of the practice ; and as I was a full believer in the doctrine, having been sprinkled in my infancy after the manner of the English church, I went to hear the discourse, to see what the preacher would make of it. After I had heard the discourse, I became fully convinced of my error. This led me to search the scriptures more strictly than I had previously done which labor eventually resulted in the conversion of my heart to God.

On the following evening, I went to meeting again. It was a crowded house. The discourse was preached by Elder Simon Clough. His text was the following words : " Why stand ye here all the day idle?" The discourse was solemn and searching, and well calculated to soften the strong heart and deeply impress the mind of man with a sense of his duty to God. His appeal to my conscience had the desired effect, and from that moment until the day of my conversion, I felt a burthen on my mind that language cannot describe.

A few months after my conversion, my mind became deeply impressed with a belief that I was called of God, to preach the gospel. I expostulated with myself on the propriety of my call to the ministry, being illiterate and having no means of educating myself for the important work. I made it a subject of daily prayer, and the more I prayed for God's enlightened spirit and guidance, the deeper I felt the impression. While laboring under these solemn views, I applied myself diligently to the study of the scripture by night, as I was under the necessity of laboring hard by day to obtain a subsistence. In this state of mind I lingered for seventeen months, at the expiration of which I fortunately fell in with a small tract, which perfectly described the nature of a call. It

was so applicable to my condition, that I could not avoid imagining that I had been favored with it by the special providence of God. I wrote a letter to the pastor of the church, asking for an explanation of the nature of a call to the ministry, and whether it could be possible for an illiterate person, to be called of God in this enlightened age to that important duty. Sabbath after sabbath rolled over my head without receiving the desired information, from the reverend brother, in consequence of which delay my mind became unusually depressed. Being tried in my mind, I visited my pastor, at his residence, and sought the desired information, and his advice in the case. He coolly and disinterestedly said, that if I thought that my mind was impressed with the duty of preaching, an education was indispenable, which I might acquire in the course of three years at the *Christian Manual Labor Academy*, which was then about being established at Beverly. I then inquired of him, if I could not be assisted by the church, in case I should not be able to defray my expenses at school by the product of my labors. He answered my inquiry in an indirect manner, saying that there would be no necessity for that; as I should be able to earn fifty cents per day, after being there awhile, and that would be more than sufficient, as the terms were reasonable.

Subsequently I was introduced by a respected brother, the force of whose sympathy, I still feel impressed on my heart, to Elder Himes, of Boston, one of the trustees of the institution, and the principal operator in rearing it up. To him I unfolded my feelings. He advised me by all means to enter the institution immediately, and greatly encouraged me in my difficulties. Agreeably to his advice, I entered the institution and commenced my studies, and my daily manual labor, which consisted of making shoes, which I ascertained, after having labored at the business six months, not to be as profitable as I had previously anticipated.

After having labored at shoe making nearly a year, I felt that the sudden change from active life to that of a sedentary was rapidly making inroads on my constitution and particularly on my lungs, which had not recovered the injury received. Soon I found

myself twenty dollars in arrears, and not being able to pay, I was under the necessity of leaving the institution to labor at my former business, to recruit my means in order to renew my studies. On leaving the institution a letter was given me by the principal to convey to the pastor of the church, in which he invoked him to enlist his influence with the church, in order that I might be assisted to finish my education, in which I had made great proficiency. But it appears that the Rev. brother did not enlist his influence with the church, in my behalf, as there was nothing done. He did not feel so much engagedness for the worth of souls as he had done on a former occasion, when, in delivering one of his discourses, he exhorted the church to do her duty, to search out her young men who might be impressed with the duty of preaching and educate them for the church, as the church was in a suffering condition for the want of watchmen to sound the alarm upon the walls of Zion, stating at the time that New England alone was deficient of five hundred ministers.

After having labored at my business some time, I paid up my arrears in the institution, and was preparing to return to it, when, unfortunately, I was taken ill, with a disease on my lungs, by which I was confined within doors three months. I was again left penniless, and on the following Spring was obliged to go to work to recruit my means, with an intention of once more returning to the institution, but while thus engaged, I was again violently attacked by my old disease, which came near taking me off the stage of life. About this time the infant institution, not receiving sufficient support, failed, and with it all my hopes of preaching the gospel went down, but principally in consequence of the feeble state of my health, and my poverty.

Thus human life is a short, a checkered scene of good and evil, of hope and fear, of prosperity and adversity, and he only is wise who lays up his treasures in heaven, and becomes rich toward God. This is the wisdom, the patience, and blessing of the true children of God, and may the dear reader share in the blessings promised to the pure in heart.

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